

PLANNING ANALYSIS & DEVELOPMENT

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**DWIGHT-DERBY SENIOR
HOUSING PROJECT**

2951 Derby Street
Berkeley, California

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DRAFT ENVIRONMENTAL IMPACT REPORT
January 1984

Prepared for:
City of Berkeley
Planning and Community
Development Department
Civic Center Building
2180 Milvia Street
Berkeley, California 94704
(415) 644-6490

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REPORT**

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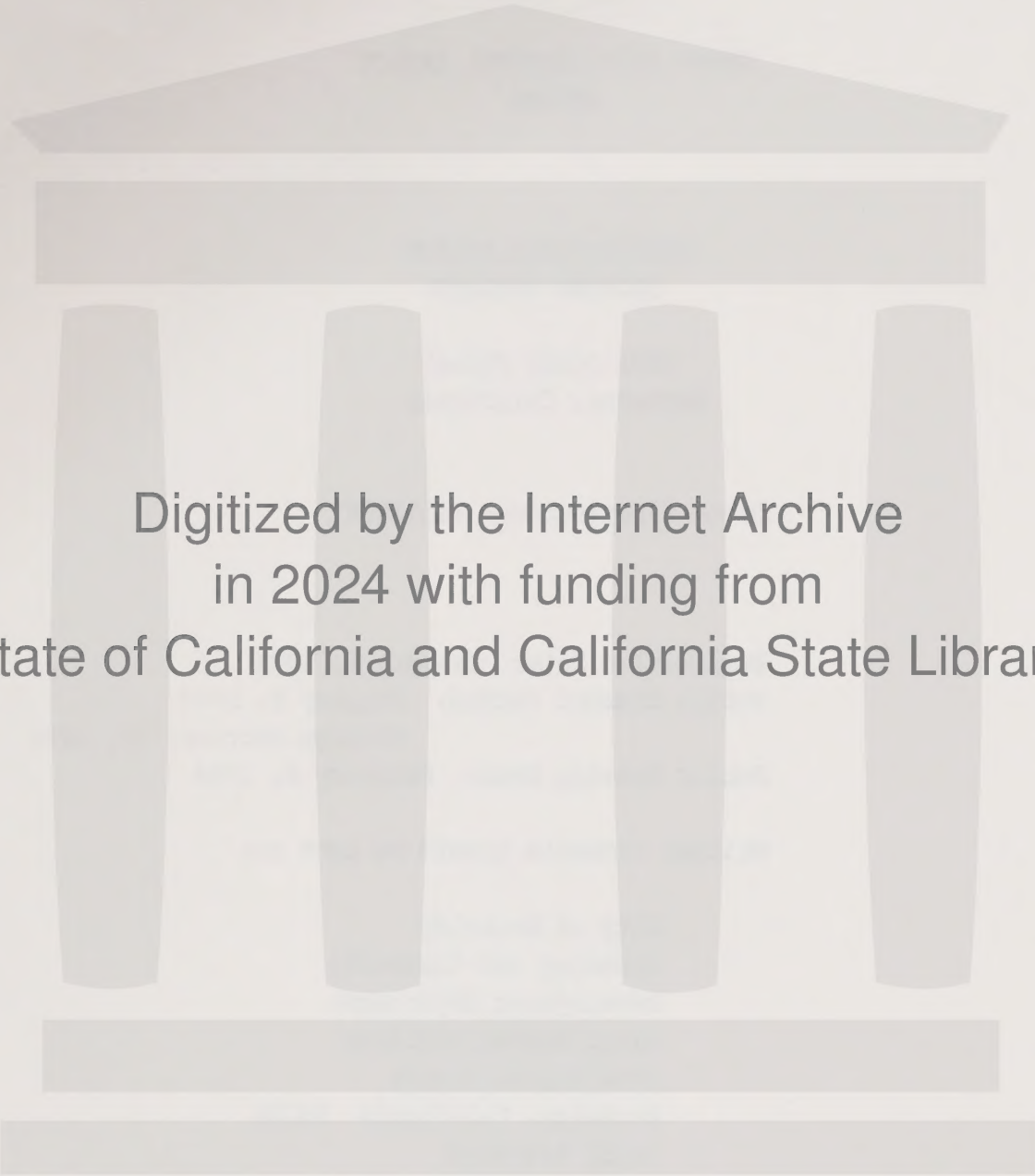
State Clearinghouse #83110807

Publication Date: January 6, 1984
Public Comment Period: January 9, 1984
through February 10, 1984
Public Hearing Date: February 6, 1984

Written comments should be sent to:

City of Berkeley
Planning and Community
Development Department
Civic Center Building
2180 Milvia Street
Berkeley, California 94704
(415) 644-6490

Attention: Abe Copperman



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I. SUMMARY

Cooperative Services, Inc., (CSI) the project sponsor, is proposing to develop a 169-unit apartment complex for low- and moderate-income elderly and disabled residents to be located on the former California Schools for the Deaf and Blind campus (hereafter referred to as the Dwight-Derby campus). The project would be financed with U.S. Department of Housing and Urban Development Section 202 and Section 8 funds. Of the 169 units, 160 would be located in a new building and nine would be located in a rehabilitated building. The building proposed for rehabilitation (Building B-2) is considered a "contributing element" to the historic designation of the Dwight-Derby campus. A total of 56 parking spaces are proposed. There would be about 33,400 square feet of usable open space. Construction of the project would require removal of a grassy field, a playground/barbeque area, and a vacant building.

The concept of providing senior housing on the site is part of a Memorandum of Understanding between the University of California and the City of Berkeley for reuse of the Dwight-Derby campus. The site is zoned "U," unclassified, requiring City Council approval for any uses by a private owner. CSI, the project sponsor, is considered a private owner by the City of Berkeley. The project would also require approval by the State Office of Historic Preservation.

The environmental effects of the University's plan for reuse of the Dwight-Derby campus have been documented in an Environmental Impact Report (University of California, Berkeley, Dwight-Derby Site Plan and Final EIR, May 1979). The University's plan was subsequently revised (University of California, Berkeley, Revised University Plan - Development of Dwight-Derby Site, October 1982) and changes to its environmental effects documented in an Initial Study. Portions of these environmental reports have been summarized and incorporated in this EIR by reference.

An Initial Study on the proposed Senior Housing Project was published on November 4, 1983. (It is included as Appendix A to this report.) The Initial Study determined that there are potentially significant impacts related to land use and population, historic resources, geologic hazards, transportation, public services, and noise. These impacts and mitigation measures are summarized below.

Environmental effects determined to be either insignificant or mitigated through design modifications include: topography and erosion, air quality, hydrology, plant life, animal life, light and glare, natural resources, risk of upset or explosion, existing housing, schools, parks, maintenance of public facilities, energy, utilities, human health, aesthetics, and recreational opportunities.

A. ENVIRONMENTAL IMPACTS AND MITIGATIONS

Land Use and Population: The project would result in the addition of 112,920 square feet of building area and 36 parking spaces. It would result in the demolition of one non-historic structure and the removal of a playing field and barbeque/playground area. Although these areas are not actively used, their loss would diminish open space. Construction of the project would require the removal of several shrubs and two mature larch trees. The scale,

design and material of the building would be compatible with other buildings on the Dwight-Derby campus. The project would not result in any displacement of residents or tenants. It would add a total population of 213 persons to the project site. The combined on-site population of the project and University would be 13% higher than the 1978 Schools for the Deaf and Blind population.

Mitigation Measures: Land use and population impacts could be mitigated by reducing the number of units proposed by the project and the reuse density proposed by the University. A landscaped courtyard would offset the loss of the existing open space. The loss of shrubs and two larch trees would be mitigated by additional landscaping.

Historic Resources: The project would not involve demolition of any historic or architecturally significant structures and would not adversely affect the historic or architectural heritage of the site. The new building would incorporate design elements that would be architecturally compatible with other buildings on the Dwight-Derby campus. The only exterior change to the building proposed for rehabilitation would be a bridge which would be of a compatible design. No mitigation measures are necessary.

Geologic Hazards: Landslides from the hills east of the site would not pose a significant hazard to the project. The probability for failure of the embankments and retaining walls surrounding the site is low. Ground shaking from a major earthquake along the Hayward fault could severely impact the project causing structural failure, collapse of buildings, and possible loss of life. The ground shaking hazards at the site are the same as for other buildings in Berkeley. If an active fault were located beneath the site, surface rupture could occur, causing damage to buildings and loss of life. However, the City of Berkeley would not approve the project in the proposed location should on-going investigations find an active fault beneath the site.

Mitigation Measures: Landslide potential could be mitigated by analyzing slopes, retaining walls and embankments on and around the site and performing any necessary structural improvements. Debris on slopes and embankments should be cleared to prevent clogging of drains. Buildings would be reinforced to withstand seismic forces, in accordance with existing codes and standards. If an active fault were found beneath the site, the project would be relocated at least 50 feet away. If no active fault is found, no mitigation for surface rupture would be needed.

Transportation: Unless clearly marked, access to the project buildings and parking lots could be confusing. The roadway north of the rehabilitated building (Building B-2) could be hazardous for vehicles and pedestrians because it is narrow and has limited sight distance. The project would generate up to 405 vehicle trips per day, about 47 of which would be during the PM peak hour. Project traffic would cause PM peak hour service levels at the Dwight/Piedmont-Warring intersection to decline from "C-" to "D+." It would not materially affect service levels at any other intersection. The project would generate up to 115 daily passengers on AC Transit's 65 line which has adequate capacity to meet this demand. Parking provided by the project would be adequate to meet the demands of residents and visitors, based on surveys of similar projects.

Including both the project and the University's use of the Dwight-Derby campus, 1,890 daily vehicle trips would be generated and up to 511 parking would be demanded. The heavily trafficked Belrose/Derby/Warring/Piedmont corridor would affect the ease and safety of pedestrian access and egress from the site.

Mitigation Measures: Access to the project buildings and parking lots could be clarified by distinct signage. The safety of the access roads serving the site could be improved by proper maintenance, placement of additional lighting or reflectors, and placement of traffic signs. Alternative circulation plans could be studied as a means of mitigating the hazards presented by the narrow roadway north of Building B-2. A traffic safety and courtesy program to encourage proper observation of parking and circulation rules should be initiated by project residents. Traffic impacts could be reduced by use of van and taxi services and ridesharing. Transit use could be enhanced by making the Derby Street bus stop accessible to the disabled and by extending the hours and days of service. The traffic impacts of the heavily travelled Belrose/Derby/Warring/Piedmont corridor on project residents could be mitigated by implementing the recommendations of previous studies.

Public Services: The project would not require additional staff or equipment for the Police Department, Fire Department, emergency medical services, Senior Centers, or programs for the disabled. Project residents could take advantage of discount taxi and van subscription service for the elderly and disabled.

Mitigation Measures: Possible mitigations include rehabilitating a nearby community pool for disabled access and implementing measures to reduce crime victimization.

Noise: Construction equipment would cause temporary noise impacts over the 14-month construction period. During project occupancy, there would be an increase in noise from vehicular traffic and mechanical equipment. These noise increases would not be noticeably greater than when the Dwight-Derby campus was occupied by the Schools for the Deaf and Blind. The project would be impacted by noise from existing traffic.

Mitigation Measures: Acoustical analysis would be necessary to achieve the required interior noise levels. Construction noise impacts could be mitigated by requiring noise-reducing measures in the construction contract. These measures could include using state-of-the-art muffling techniques and equipment

ALTERNATIVES

Three alternatives to the proposed project are analyzed in this EIR:

- A. No Project
- B. No New Construction (Complete Rehabilitation)
- C. University Use

II. PROJECT DESCRIPTION

The Dwight-Derby Senior Housing Project (hereafter referred to as the project) would consist of the construction of 169 dwelling units for low- and moderate-income seniors and disabled persons. Of these, 160 units would be new construction and nine would be in a rehabilitated building. The new construction would require removal of a play field and one building. Both buildings on the proposed elderly housing site are vacant.

A. LOCATION OF THE PROJECT

The proposed project would be located on a 3.5 acre site (hereafter referred to as the project site) in the southern portion of the former California Schools for the Deaf and Blind campus in Berkeley (hereafter referred to as the Dwight-Derby campus). The 50-acre Dwight-Derby campus is located in the southeastern portion of the City of Berkeley, bounded by Dwight Way to the north, Warring Street to the west, Derby Street to the south, and the Berkeley Open Space Reserve on the east. The project site is north of State Highway 13 (Ashby Avenue and Tunnel Road) which provides direct access to the East Shore Freeway (Interstate 80 and State Highway 17), the MacArthur Freeway (Interstate 580), and State Highway 24. The University of California's main Berkeley campus is four blocks north of the Dwight-Derby campus. Figure 1 depicts both the regional location of Berkeley and the location of the Dwight-Derby campus in relation to the rest of the City. The project site in relation to the remainder of the Dwight-Derby campus is shown in Figure 2.

B. PROJECT DESCRIPTION

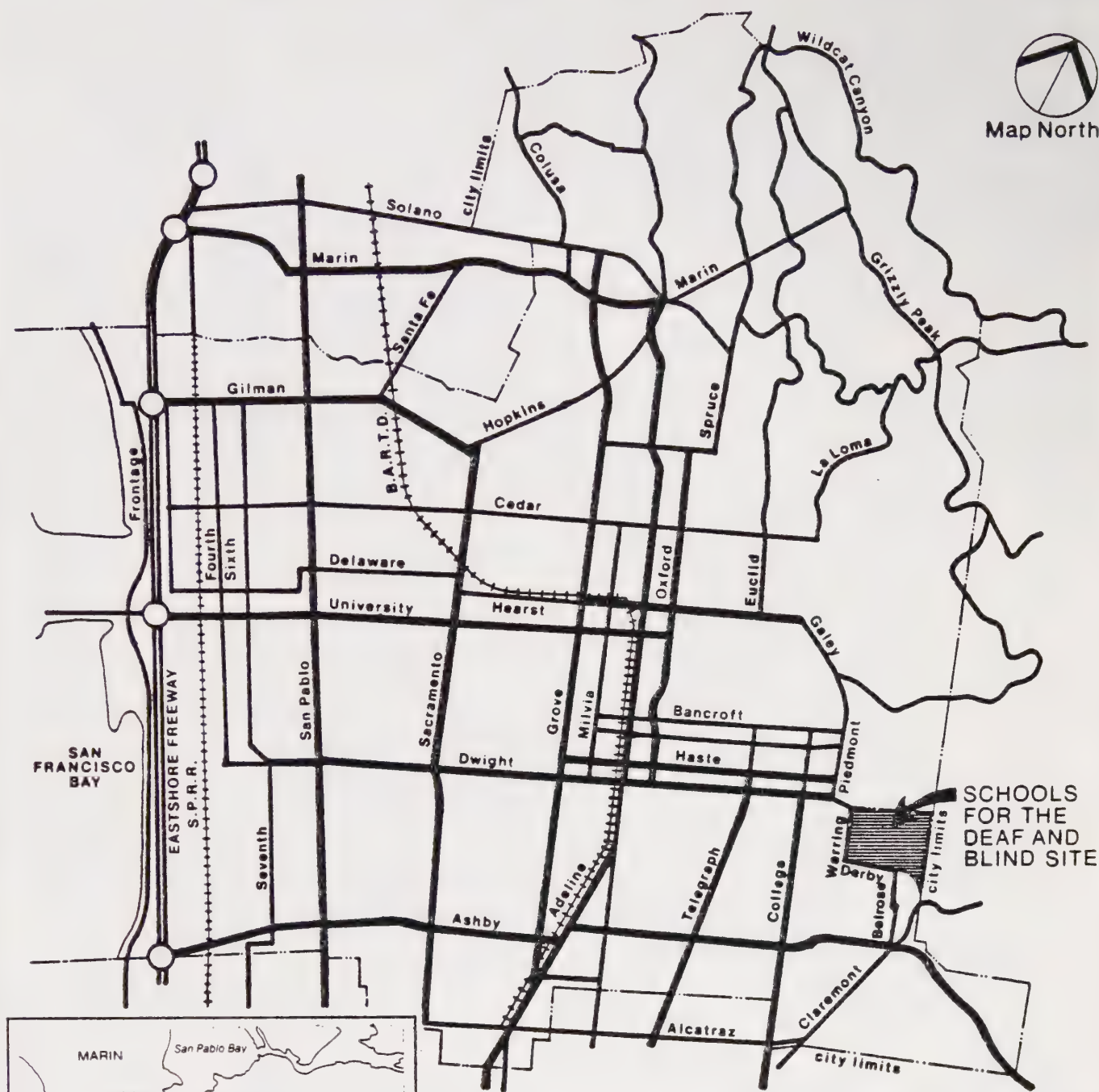
There would be 169 units of low- and moderate-income housing created by the project. Of these, 42 would be studio units (412 square feet), 126 would be one-bedroom units (536 square feet), and one would be a two bedroom unit. Seventeen of the one-bedroom units in the newly-constructed building would be specially equipped and laid out to accommodate disabled residents. The two-bedroom unit would be located in the rehabilitated portion of the project (shown as Building B-2 in Figure 2) and would be set aside for use by a maintenance person. Aside from residential units, Building B-2 would contain a community room, kitchenette, office and laundry facilities. Altogether, the project would contain about 121,600 square feet of floor area.

The sponsor for the project is Cooperative Services, Inc. (CSI). CSI-Derby Street Nonprofit Housing Corporation, a California-based corporation controlled by CSI, would be the mortgagor-owner of the project. The project would be financed under Section 202 of the Housing Act of 1959, which authorizes the U.S. Department of Housing and Urban Development (HUD) to make long-term loans to nonprofit housing sponsors for the construction of housing for elderly or disabled residents.

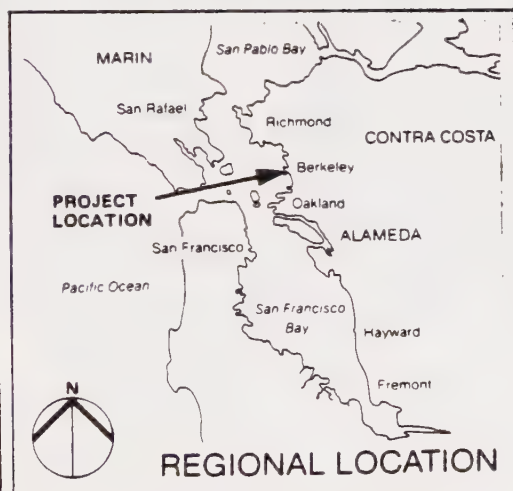
The architects for the project are Hirshen, Gammill, Trumbo. Construction is expected to start in mid-1984 and would be completed within 14 months. Project occupancy would commence in mid-to late-1985.

figure 1

LOCATION MAP City of Berkeley, California



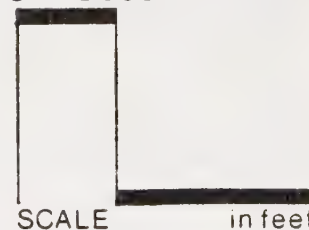
SCHOOLS FOR THE DEAF AND BLIND SITE



LEGEND

- Major Street
- Collector Street

0 2000 6000

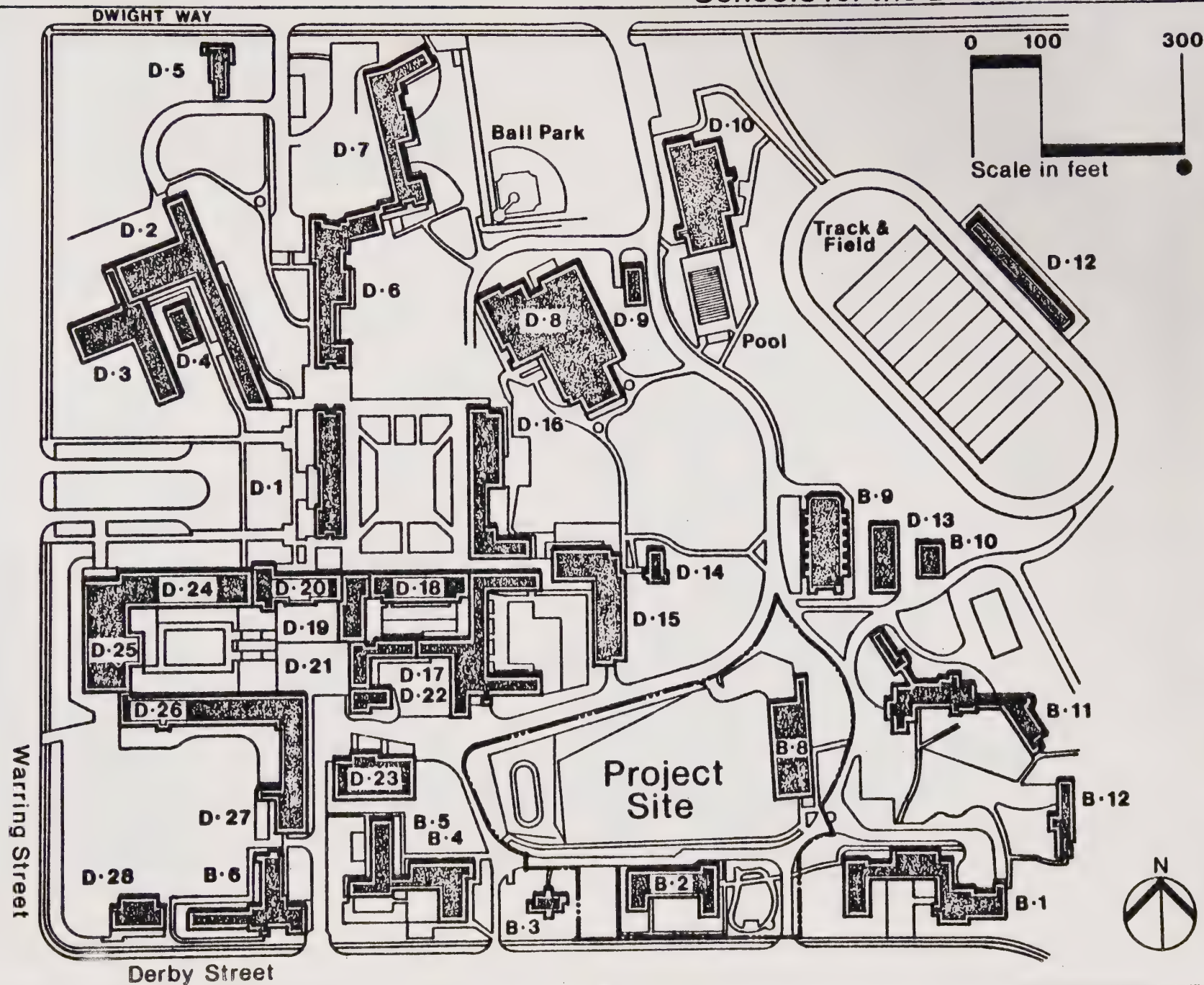


SOURCE: Berkeley Master Plan

figure 2

LOCATION MAP Schools for the Deaf and Blind Site

SOURCE: UC Berkeley
Dwight-Derby Site Plan



Building B-2 would be rehabilitated on the interior. A new bridged walkway would connect the second floor of Building B-2 to the entry level of the new building. (See Figure 3, Project Site Plan.) The new building would consist of five interconnected three-story structures clustered around a central courtyard, similar to those found elsewhere at the Dwight-Derby campus. The courtyard would contribute to a total of over 33,400 square feet of usable open space proposed for the project. The building would be of light wood-frame construction with stucco exteriors and tiled roofing to match other buildings on the Dwight-Derby campus. It would have a built height of about 42 feet (28 feet from ground to eaves and 13 feet from eaves to roof peak), and a maximum height of 47 feet, allowing for grade differences across the site. The layout of the new building would allow for visual access to the courtyard. An artist's perspective rendering of the southeast entry to the project is shown in Figure 4. Figure 5 depicts entry level floor plans for both new construction and Building B-2.

As shown in Figure 3, the project would have about 56 uncovered parking spaces located in five parking lots around the project site. Vehicular access to the project would be through the Dwight-Derby campus from Dwight Way on the north. There would be two-way access to the north and east parking lots and one-way access (running north-south and east-west) to the west and south parking lots. A vehicle turn-around would be provided at the southeast entry to the new building. Emergency access would be available from Derby Street.

As with all CSI-controlled projects, the Dwight-Derby project would be self-managed through an elected building council. Day-to-day maintenance would be carried out by an on-site custodian. HUD would conduct periodic inspections of the project to ensure that it is maintained according to its standards.

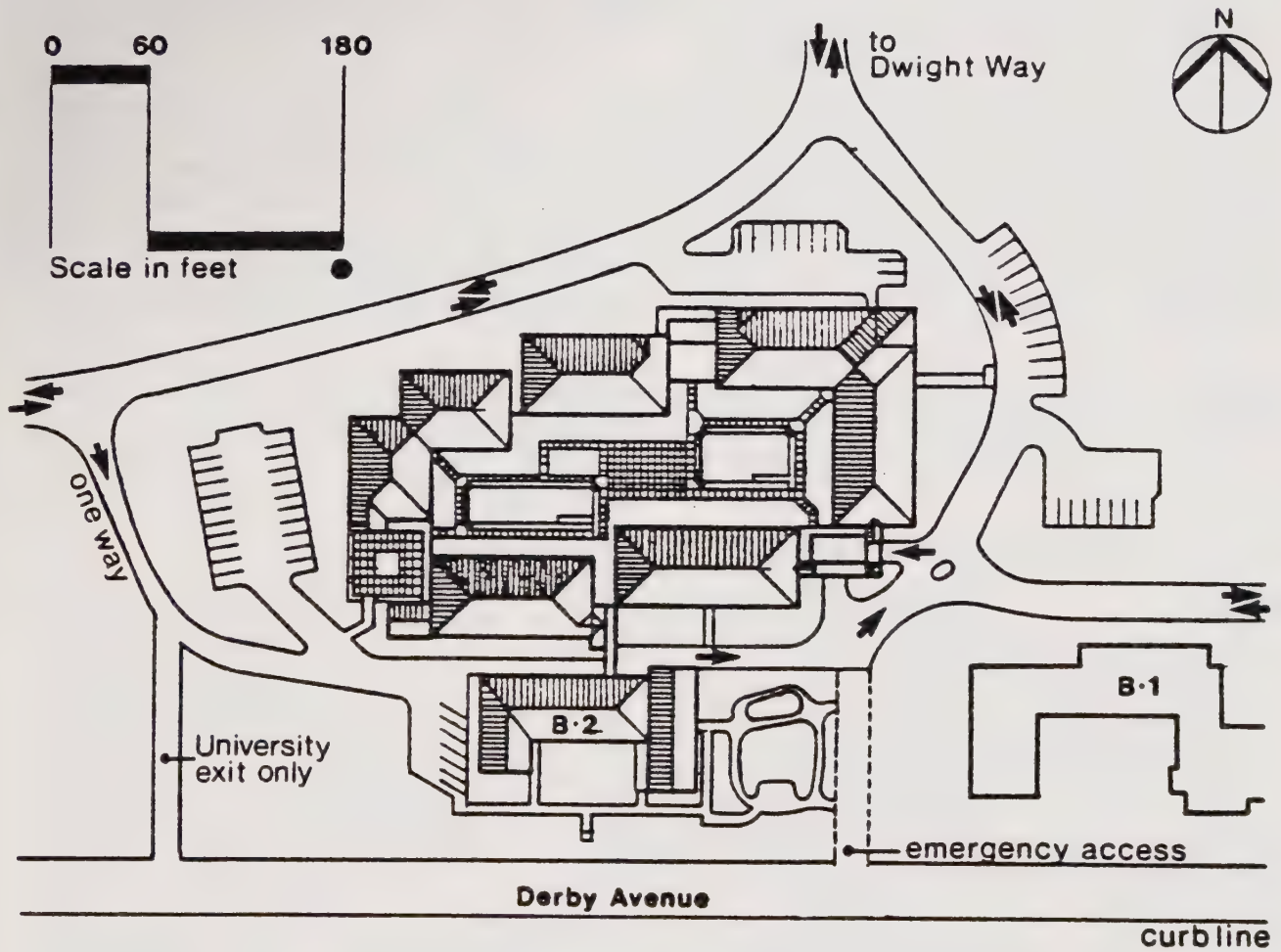
C. PLANS AND POLICIES FOR THE SITE

Prior Use: The California Schools for the Deaf and Blind occupied the Dwight-Derby campus between 1867 and 1980. In 1972, the State Office of Architecture and the State Fire Marshal analyzed the site and found that many buildings were in violation of seismic safety standards (the Field Act) and the State Fire Code. /1/ Seismic dangers believed to exist at the site, State recommendations for a single story facility, and the costs of rehabilitation to meet Code standards led to a search for an alternative location for the schools. In 1974, the State appropriated funds for the Schools to move to a new facility in Fremont.

University of California, Berkeley: In 1978, the University of California and the City of Berkeley initiated a joint planning process to develop plans for the reuse of the Dwight-Derby campus. Subsequently, the University prepared a reuse site plan and Environmental Impact Report for the parcel. /2/ The plan included a mixture of student and junior faculty apartments, research and administrative space, storage, and recreational facilities. The plan and EIR were approved by the Regents of the University of California in June 1979. /3/ Because the plan lacked the support of the Berkeley City Council and the site had not yet been vacated, the State Departments of General Services and Housing and Community Development requested that a mutually acceptable plan be developed before allowing for transference of the land to the University. Accordingly, revised plans were prepared in February 1982 /4/ and again in October 1982. /5/

figure 3

SITE PLAN



SOURCE: Hirshen, Gammill, Trumbo

figure 4

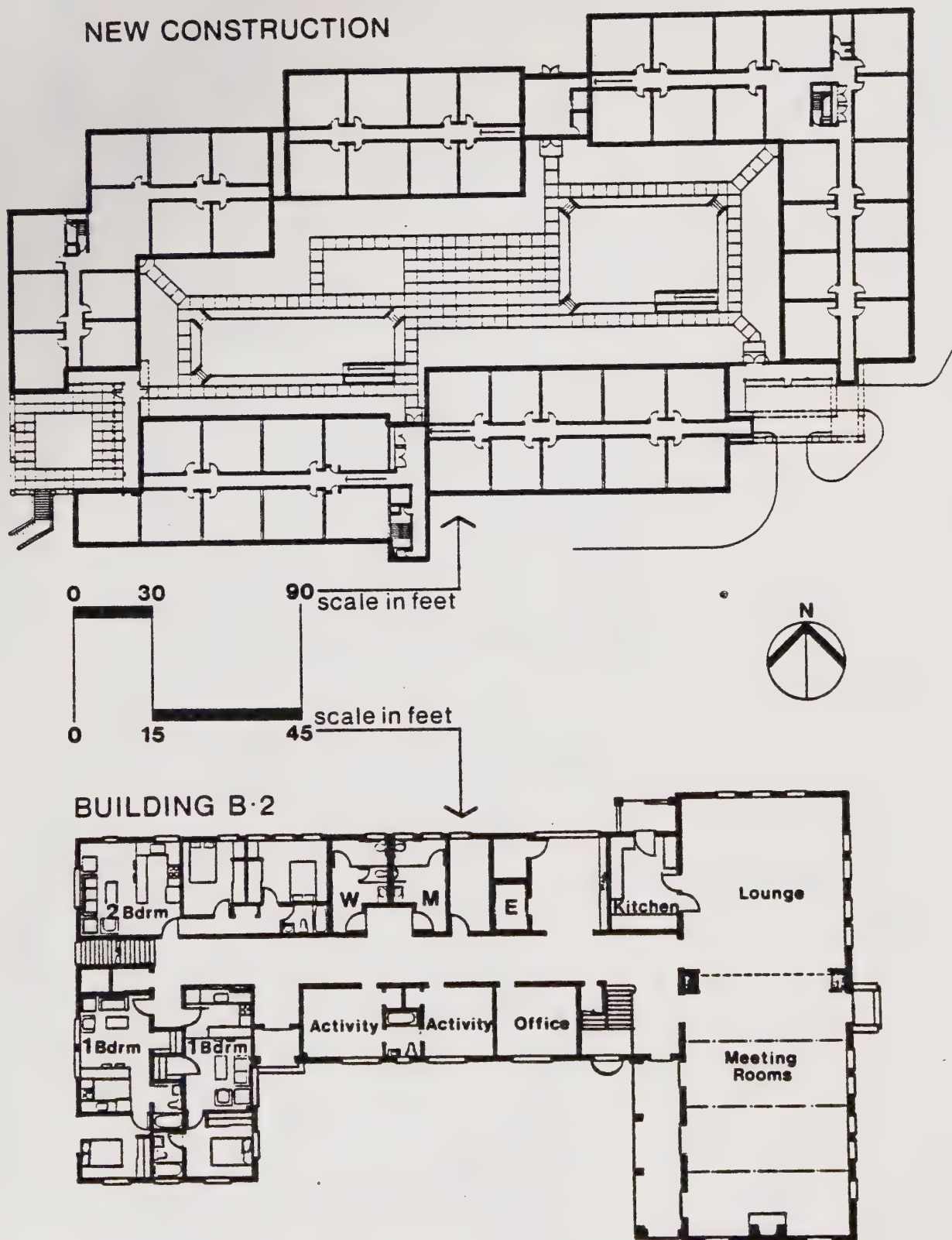
ARTIST'S PERSPECTIVE RENDERING Southeast Entry



SOURCE: Hirshen, Gammill, Trumbo

figure 5

FLOOR PLANS Entry Level



SOURCE: Hirshen, Gammill, Trumbo

The revised University plan includes retention and renovation of buildings to provide apartments and residence halls for students; apartments for junior faculty; food service and commons space; archival storage space; recreational facilities for joint use by the University and the community; and parking. The recreation plan for the site includes a provision that the Blind School Gymnasium and pool (Building B-9 in Figure 2) be used for the special recreation needs of the elderly and the disabled, if rehabilitation funds become available. The University's plan for reuse of the Dwight-Derby campus has three phases, to be constructed between August 1982 and the end of 1985. Upon completion, up to 813 beds would be provided.

In April 1982, a Memorandum of Understanding was drawn up between the University and the City which includes a provision for transferring a portion of the Dwight-Derby campus to the City for development of up to 200 units of housing for the elderly. /6/ According to this Memorandum, all approvals, permits, and financing for the elderly housing project must be obtained within five years of transference of the site to the University. Further, if the project were to cease to provide housing for persons of low and moderate income, the property would revert to the University. According to the Memorandum of Understanding, its provisions and those contained in the University's plan are policies governing development on the Dwight-Derby campus for a period of fifty years.

City of Berkeley: The proposed project would respond to Goal 3 of the Housing Element of the Berkeley Master Plan which states that Berkeley should have an adequate supply of housing for persons with special needs (i.e., the elderly and the physically disabled). /7/

The land use plan in the Berkeley Master Plan designates the site for a density of 0-30 persons per residential acre. /8/ The gross residential density proposed for the Dwight-Derby campus (with University and project uses) would meet this criterion as they would together have a density of 21 persons/acre. However, the net residential density on the project site would be 61 persons/acre. /9/ If it is determined that the net density is the applicable measure, the sponsor would apply to the City Council for a density bonus under Government Code Section 65915.

In 1978, the City Council rezoned the Dwight-Derby campus from "R-3," multiple family residential, to "U", unclassified district. Under "U" designation, any uses developed by a private owner require City Council approval. University uses on the Dwight-Derby campus are exempt from compliance with local zoning and planning regulations, as the University is a state agency.

Other City reviews necessary for the project include those of the Planning Commission, Board of Adjustments, and the Landmarks Preservation Commission. In 1982, the Dwight-Derby campus was placed on the National Register of Historically Significant sites. Building B-2 is designated as a contributing element, which means that project construction must be approved by the State Office of Historic Preservation. There has been preliminary review of the project concept by the City Council, the Planning Commission, the Landmarks Preservation Commission, the Transportation Commission, the Commission on Aging, the Housing Advisory and Appeals Board, and a special task force established by the City Council, the Dwight-Derby Senior Housing Task Force.

U.S. Department of Housing and Urban Development: The project owner, CSI-Derby Street, would be provided with both a 40-year construction loan under Section 202 of the Housing Act of 1959 and rent subsidies under Section 8 of the United States Housing Act of 1937. The rent subsidies would enable the sponsor to lease project units to very low-income residents at rents that do not exceed 30% of family income. Rents paid to CSI-Derby Street, including subsidies, would be \$540 per month for studio units and \$588 per month for one-bedroom units. HUD requires that the project be built according to approved plans and specifications and that it be managed and maintained in accordance with HUD regulations.

Footnotes

1. State of California, Office of Architecture and Construction, Feasibility Study for Rehabilitation, California School for the Blind, Berkeley, July 1972; and Feasibility Study for Rehabilitation California School for the Deaf, Berkeley, July 1972.
2. The Regents of the University of California, Draft Environmental Impact Report, University of California, Berkeley, Dwight-Derby Site Reuse Study, December 1978.
3. The Regents of the University of California, Draft Dwight-Derby Site Plan and Final Environmental Impact Report, University of California, Berkeley, May 1979. Portions of this report have been summarized and incorporated herein by reference.
4. University of California, Berkeley, Revised University Plan - Dwight-Derby Site, February 1982.
5. University of California, Berkeley, Revised University Plan - Development of Dwight-Derby Site, October 1982.
6. Memorandum of Understanding between the University of California and the City of Berkeley, Resolution #51,172-N.S., April 23, 1982.
7. City of Berkeley, Comprehensive Planning Department, Housing Element of the Berkeley Master Plan, adopted by the City Council, June 1977, and by the Planning Commission, April 1976, pp. 14-15.
8. City of Berkeley, Comprehensive Planning Department, Berkeley Master Plan, adopted by the City Council, June 1977, and by the Planning Commission, December 1976, proposed land use map.
9. The gross density calculation assumes a project population of 213 and a University residential population of 813 distributed among 50 acres. The net density calculation for the project site assumes 213 persons on 3.5 acres. The University population estimate is from the October 1982 plan and adjusted for project use of Building B-2. Project population assumes 1.25 persons per unit for all but the two-bedroom unit which is assumed to have 3 residents. This population assumption conforms with densities found at other Section 202 projects.

III. ENVIRONMENTAL SETTING, IMPACTS & MITIGATIONS

A. LAND USE AND POPULATION

Setting

The project site contains two buildings: B-2, a U-shaped residence hall (13,170 square feet) fronting on Derby Street, and B-8, a kitchen and commissary building (8,678 square feet) along the eastern edge of the property. (Refer to Figure 2, for the site location). There is a flat, grassy field between the two buildings. Building B-2 is separated by a ten foot drop in elevation from the field above. There is a twenty foot drop in elevation from the northern boundary of the site to Derby Street. On the western boundary of the project site is an oval-shaped barbeque area and playground. Since the California School for the Blind relocated in 1980, the buildings on the site have been vacant and subject to some vandalism.

The grounds of the site have been maintained by the University. Landscaping on the grounds includes a variety of mature shrubs and trees (e.g., pyracantha, redwoods, cedars, poplars, and oaks) as well as grasses and herbs.

Most of the buildings on the Dwight-Derby campus were built during the 1920's and 1930's. The Dwight-Derby campus has a Spanish-Mediterranean character with stucco and tile-roofed buildings, courtyards, plazas, and a variety of native and naturalized drought-tolerant plant species. Altogether there are about 40 buildings on the campus containing over 465,000 square feet of space. The buildings generally do not exceed three stories in height. In addition to residence and dining halls, the Dwight-Derby campus includes tennis courts, a ball field, a track and field facility, a basketball court, an outdoor pool, three gymnasiums (one including a pool), and several open, grassy areas.

The University of California, Berkeley began rehabilitation and reuse of the Dwight-Derby campus in the Spring of 1982. Currently, there are about 415 students and two faculty families living on the Dwight-Derby campus in buildings renovated as part of phases I and II. Upon completion of the reuse plan over 800 beds will be provided at the Dwight-Derby campus.

To the south of the project site, across Derby Street, is the Claremont-Elmwood neighborhood which has two- and three-story single-family homes. This neighborhood is one of Berkeley's oldest and most attractive areas. To the east of the project site are the hilly, undeveloped Berkeley Open Space Reserve (leased to the East Bay Regional Park District), and Garber Park along Claremont Creek. To the west of the project site is a residential area with a mixture of single and multiple family units. Willard Park is six blocks west of the site. The closest commercial services to the site, a grocery and beauty parlor, are four blocks west on College Avenue. Approximately three blocks further south on College is the Elmwood shopping area which provides commercial services and retail stores including a pharmacy, movie theater, bakery, grocery store, banks, restaurants, and gift shops. Commercial services are also found about four blocks south of the project site below the Claremont Hotel.

A comparison of census information for the neighborhood west of the Dwight-Derby campus with that collected for the City of Berkeley as a whole shows a high percentage of enrollment in college (55%), a relatively low median age of 24 (the City-wide median is 29), and a relatively low 1979 median household income of \$9,399 (the City-wide median was \$13,506). /1/ Only 5% of the people in this neighborhood were aged 65 and over, as compared to a City-wide 11%. Adjoining the site to the south is a statistical area which displays the characteristics of a wealthier, more mature populace. In this area, bounded by Derby, College, Russell, and Claremont-Tanglewood, the median age is 32; 9.5% of the population is age 65 and older. Only 17% are enrolled in College (City-wide, 28%) and the 1979 median household income was \$19,042.

Environmental Impacts

Construction of the project would result in the demolition of one non-historic structure (Building B-8) totalling 8,678 square feet, the loss of a playing field and barbeque/playground area, and the rehabilitation of a former residence hall which is a contributing element to the historic significance of the Dwight-Derby campus. Altogether, there would be a net addition of 112,920 square feet of building area and 36 parking spaces (20 spaces are already existing). These land use changes are not considered to be significant.

The grassy field and barbeque/playground area are not actively used and have become littered with construction debris and broken pieces of play equipment. However, their loss would diminish the potential for open space amenities on the Dwight-Derby campus. Other areas which could serve similar uses include the grassy area north of Building D-14, the track and field facility, and the ball field. (Refer to Figure 2 for location of these areas.)

In order to accommodate foundations for the new project building and the bridge to Building B-2, some of the large shrubs just north of Building B-2 would be removed. For the most part, these shrubs are mature and woody pyracantha which can be expected to regenerate. For demolition of Building B-8, a number of juniper bushes and various woody shrubs would need to be removed. This vegetation is of such an overgrown character that its removal would be a positive impact on the site. Two mature larch trees near the southwestern edge of the property would be removed to allow for entry to a 22-space parking lot at the barbeque/playground location. All other trees on the site would be retained.

The new project building would be of a similar scale, design, and material as existing buildings on the Dwight-Derby campus. Compatible design elements would include a light stucco exterior, pitched tiled roofing, an interior courtyard, and a height of three stories.

Because neither of the buildings on the site is occupied, the project would not result in any displacement of residents. Assuming an occupancy of 1.25 persons for all studio and one bedroom units and 3 persons for the two bedroom unit, the project population would be 213. /2/ Added to an adjusted University-related population of 1,186 /3/, there would be a total of about 1,400 persons using the Dwight-Derby campus on a daily basis, by the time of completion of the University's reuse plan. This would be a population increase of 157 (or 13%) over the 1978 Schools for the Deaf and Blind population of 1,242. /4/

Mitigation Measures

1. The land use impacts of an additional 112,920 square feet of building area could be mitigated by proposing a smaller building with fewer units. This mitigation is rejected because it would provide less housing for persons with special needs. Provision of such housing is a goal of the Berkeley Master Plan and is a component of the Memorandum of Understanding for use of the Dwight-Derby campus.
2. The loss of usable open space would be partially regained by a landscaped courtyard proposed for the center of the building. However, this courtyard would be for the use of project residents alone.
3. The loss of some shrubs and two larch trees would be mitigated by additional landscaping around the new building and parking lots and in the project courtyard.
4. The increase in population due to the project and the University's reuse of the Dwight-Derby campus could be mitigated by decreasing the proposed University population and developing a project with fewer and/or smaller units. This mitigation is rejected because University reuse of the Dwight-Derby campus has already begun and because fewer units of housing for persons with special needs would be provided.

Footnotes:

1. U.S. Bureau of the Census, 1980 Census, Berkeley, California, Neighborhood Statistics; a special census authorized by the City of Berkeley. The site is in statistical area #20 and is bounded to the south by area #8. Statistical area #20 also encompasses the blocks west of the campus to Telegraph Avenue between Dwight Way and Derby Street. It had a population of 3,725 and a total of 1,904 dwelling units. Statistical area #8 had a population of 1,339 and 591 dwelling units.
2. An occupancy of 1.25 persons per unit is representative of other CSI-sponsored projects. In a survey of 36 Section 202 and 236 elderly housing projects in HUD's Region VI, occupancy ranged from 1.00 to 1.33 per unit, with an average of 1.13. Thus, 1.25 persons/unit represents a conservative, worst-case estimate.
3. Includes population generated by all uses proposed for the Dwight-Derby campus including residences, recreational facilities, archives, services, and a dining hall. These are as estimated in the October 1982, Revised University Plan - Development of Dwight-Derby Site, and adjusted downward by 50 persons to reflect project use of Building B-2 and demolition of Building B-8.
4. Schools for Deaf and Blind population is from: The Regents of the University of California, Berkeley, Draft Environmental Impact Report, op. cit., p. 41.

B. HISTORIC RESOURCES

Setting

Site History: The 3.5-acre area proposed for the Dwight-Derby Senior Housing Project is part of a larger 50-acre site which was the location of The California School for the Deaf and The California School for the Blind from 1867 until 1980. The architecture, planning and landscape design of the two schools taken as a whole are considered the best remaining representation of California's Spanish Colonial Revival traditions which developed from 1920 to 1950. /1/ Buildings constructed on the site after 1950 incorporated modern design elements.

In October of 1972, the 50-acre site was placed on the National Register of Historic Places, the Federal government's official list of historic buildings and other cultural resources worthy of preservation. With this designation, any rehabilitation work of "contributing" buildings must meet the Department of Interior's Standards for Historic Preservation Projects; new construction must comply with the Department of Interior's Standards for In-fill Construction on National Register Sites. A brief summary of the site's history and its inclusion on the National Register of Historic Places is included as Appendix B.

The Vista Del Mar Girls' Residence (Building B-2) proposed for rehabilitation as part of the project was designated as a "contributing building" in the Nomination Form for the National Register of Historic Places Inventory prepared for the U.S. Department of Interior, Heritage Conservation and Recreation Services. This building was designed by Alfred Eichler of the Office of the State Architect and constructed in 1924. It is a two-story reinforced concrete and hollow-tile building with a tile gable roof. The building is oriented around a south-facing courtyard which is open at one end. Hispanic features of its design include small cast-iron balconies and scrollwork over the arched entry. Another noteworthy architectural feature is the living hall located at the eastern wing of the U-shaped building.

Building B-8, also located on the project site, was identified in the Nomination Form as "non-contributing" structure and has not been designated as being historically significant. Building B-8 was constructed in 1956 and was used as the Kitchen, Dining and Commissary Building. Another non-contributing structure, Building B-7, was constructed in 1971 and used as a temporary classroom building; it was removed from the project site by the University in 1983.

In September of 1981, The Berkeley Landmarks Preservation Commission voted unanimously to designate the entire 50-acre Dwight-Derby campus as a landmark district. Guidelines established by Berkeley's Landmarks Preservation Commission include the following: /2/

- 1) The scale, height and massiveness of new buildings should be compatible with existing landmark buildings.
- 2) Landscaping and landscape furnishings should be compatible with existing courtyard designs, and existing landscaping should be protected as much as possible and restored after construction.

- 3) The semi-circle of redwood trees behind Building B-2 should be protected during construction and occupancy of nearby buildings.
- 4) If any courtyard is to be included in new buildings, the building should be L-shaped or U-shaped so that the courtyard is not enclosed.

In Architectural/Historical Aspects of the California Schools for the Blind and Deaf, Berkeley (1867-1979), the architectural historian recommends that adaptive reuse of Building B-2 include no major changes to the south, east and west facades. A possible exception could be carefully-placed new windows and doors. The north facade was considered applicable for a variety of modifications to accommodate new uses. It was recommended that the public space in the southeast wing be left intact as a potential common area in a housing unit.

Environmental Impacts

The proposed project would not involve demolition of any historic or architecturally significant structures and would not otherwise adversely affect the historic or architectural heritage of the site. The project would include new units in a cluster of attached buildings which would enclosed a central courtyard. (See Figure 3, Site Plan). Building B-8, which is not designated as an historically significant building, would be demolished to prepare the site for new construction.

The new buildings would be three stories in height with a stucco exterior matching the texture and color of other buildings on the Dwight-Derby campus. The hip roofs would be pitched and tiled to match other tiled roofs of other buildings. If feasible, tiles would be of terra cotta rather than less costly cement. Architectural details similar in form and style to the Spanish-Mediterranean architecture of surrounding buildings would be incorporated in the project's exterior design. For example, windows would be recessed and of proportions similar to windows in existing structures; connecting walkways would be styled after the loggias found elsewhere on the site; and certain stylistic features of Spanish-Mediterranean architecture such as small towers and columns would be incorporated in the design.

At its July 15, 1983 meeting, the Landmarks Preservation Commission reviewed and approved the design proposed for the project. However, the proposed design would only partially comply with the recommendations of the City's Landmarks Preservation Commission that any new building be U-shaped or L-shaped so that the courtyard is not fully enclosed. The southeastern corner of the attached buildings would be opened on the first floor for both visual and physical access to the courtyard from the building's exterior. Walkways would bridge the second and third floors above this opening (see Figure 4, Artist's Perspective). Other elements of the design would comply with recommendations by the Landmarks Preservation Commission.

The rehabilitation of Building B-2 would not involve changes to the building exterior, except for a bridge which would be extended from the north side of the second floor to the entry level of the new building. The bridge would incorporate forms and materials compatible with the design of Building B-2. The northern facade of Building B-2 does not have any distinguishing features

which would be affected by the bridge. The conversion of existing dormitory spaces to nine residential units and community facilities would only require interior changes. The living hall at the eastern side of the building would be left intact, as would all significant exterior architectural details, thus following the recommendations contained in the architectural historian's report.

To make Building B-2 seismically safe, roof tiles would be removed temporarily while roof sheathing is installed. Afterwards, the original tiles would be replaced.

On October 20, 1983, the Council on Historic Preservation concurred with the U.S. Department of Housing and Urban Development's (HUD) determination that the proposed project would have no adverse effect upon the Dwight-Derby campus. /3/ HUD requested the Council's comment in accordance with Section 106 of the National Historic Preservation Act of 1966, as amended, and the Council's implementing regulations, "Protection of Historic and Cultural Properties" (36 Code of Federal Regulations Part 800). /4/

Mitigation Measures

No mitigation measures are considered necessary.

Footnotes

1. David Gebhard, The Architectural/Historical Aspects of the California School for the Blind and California School for the Deaf, Berkeley (1867-1979), prepared for the Regents of the University of California, 1979, p.7.
2. "Landmarks Preservation Commission Position on The California Schools for the Deaf and for the Blind Landmark District Elderly Housing Project," March 1983, p. 3.
3. A copy of the concurrence of the National Advisory Council on Historic Preservation (in the form of "concur" stamping) is available for review in the City Manager's Office of the City of Berkeley, 2180 Milvia Street, 5th floor, Berkeley.
4. Letter from Louis S. Wall, Chief, Western Division of Project Review to Vicki Elmer, Assistant City Manager for Planning and Community Development, City of Berkeley, November 22, 1983.

C. GEOLOGIC HAZARDS

Setting

The potentially significant seismic impacts for the project relate to the existence and location of active fault lines that could induce landslides, ground shaking and rupture during an earthquake. Issues determined not to be significant include inundation and liquefaction hazards; these issues are addressed in the University of California's 1978 Dwight Derby Site Reuse Study EIR, which is incorporated by reference in this EIR.

The Dwight-Derby EIR notes that steeply sloping hills east of the Senior Housing Project could slide during an earthquake. Liquefaction is not considered a hazard because of the types of soils (dense clays) on the site.

Inundation would not be a hazard because there are no reservoirs in the upstream watershed for the site.

A number of geologic studies of the Dwight-Derby campus were undertaken by the University of California to determine the precise location of the Hayward fault and whether there were other active faults whose existence and location are uncertain. /1/ The Hayward fault was found to cross the Dwight-Derby campus about 300 feet to the east of the project site. In the event of a major earthquake on this fault, the surrounding area would be subject to severe ground shaking that could damage buildings and cause a loss of life.

The potential for ground rupture exists along all active faults, defined as faults that have shown activity in the last 11,000 years or so. A high magnitude earthquake on the Hayward fault could produce ground rupture of several feet. Since displacement of only a few inches can cause building damage and loss of life, new construction on known active faults is not permitted by the City of Berkeley or by the State Division of Mines and Geology without a special waiver. /2/

The possible presence of a fault crossing the project site is being investigated by the University and CSI-Derby Street, the project owner. At the time of writing this EIR, conclusive evidence of the presence or absence of an active fault under the site was not available, but the seismic consultant for the project places a low probability on finding an active fault below the site. /3/ Additional field investigations including test borings and trenching are under consideration. If an active fault were found, the State Mines and Geology Board would change their map of active faults and would then have approval authority regarding construction on the site.

Environmental Impacts

The steep hills east of the project site could be slide-prone as a result of an earthquake or heavy rains. In order to impact the project site, a slide would have to be very large and would have to undercut several other buildings before it could reach the project. As the possibilities for this are remote, landslides from these hills are not considered to be significant.

Embankments and retaining walls surrounding the site are small, in true alignment, and do not exhibit signs of failure or creep. The potential for failure is low, providing proper engineering around foundations is assured through accepted practices. The embankments are, however, covered with organic debris which washes off slopes and clogs drainage ways.

Ground Shaking: Ground shaking from a major earthquake along the Hayward fault could severely impact the project site and surrounding area. Structural failure or collapse of buildings due to ground shaking could cause a loss of life. The project would be subject to the same ground shaking hazards that other buildings in Berkeley are likely to experience in a major seismic event.

Ground Rupture: If no active fault were found under the elderly housing site, the project would not be subject to the destructive hazards of fault offset and surface rupture. If an active fault were located beneath the site, there would be the potential for surface rupture that could damage buildings and cause loss of life. However, the probable depth of the fault indicates that building damage would be characterized by settlement of about a few millimeters. /4/

Mitigation Measures

Landslides:

1. Slopes, retaining walls and embankments on and around the site should be individually analyzed to determine their stability in an earthquake. Appropriate structural improvements should be made to eliminate any potential hazards. New construction should be set back an adequate distance from embankments so that they remain stable.
2. Slopes and embankments should be maintained so that they are free of debris that could clog drains. Drains should be cleared regularly to prevent overflow. Ponding due to slope runoff should be prevented by an adequate drainage plan.

Ground Shaking:

3. Buildings would be reinforced to withstand seismic forces in accordance with present codes and standards. Building B-2 would be rehabilitated to meet seismic safety requirements by sheathing the roof with plywood, attaching this sheathing to the exterior walls, and constructing a shear wall on the south-central section of the building.

Ground Rupture:

4. If an active fault were found beneath the site, the project would be relocated at least 50 feet away because structural design could not mitigate or eliminate hazards to life and property. Should the fault be active, the City of Berkeley would not approve the project in its current configuration. CSI, the project sponsor, would either move the building, seek another site, or abandon the project in Berkeley. If no active fault is found, no mitigation for surface rupture would be needed.

Footnotes

1. The results of geologic studies of the Dwight-Derby campus are described in a report entitled "Fault Hazard Study, School for the Deaf and Blind Property, Berkeley, California," by Ben J. Lennert, Soils Engineer, and Garniss H. Curtis, June 12, 1980.

2. If there were an active fault found beneath the elderly housing site, the project could be denied a permit under Section 3602 of the California Administrative Code (Title 14, Division 2) which grants the State Mining and Geology Board authority over new projects located within 50 feet of an active fault line.
3. Ben Lennert, Soils Engineer, telephone conversation, December 7, 1983, and "CSI Elderly Housing Study: Interim Report," October 27, 1983.
4. Ben Lennert, conversation, December 7, 1983.

D. TRANSPORTATION

Setting

Circulation and Traffic: The project site is served by the major arterials of the Dwight/Haste one-way couplet, College Avenue, and Ashby Avenue/Tunnel Road. Major and collector streets, as designated by the Berkeley Master Plan, are shown in Figure 1. /1/ Designated scenic routes near the project site include the Belrose/Derby/Warring/Piedmont corridor, Claremont Avenue, and Ashby Avenue/Tunnel Road. Access points to the Dwight-Derby campus and circulation within the campus are shown in Figure 2.

The Dwight/Piedmont-Warring intersection has a triangular configuration with Warring curving into Piedmont. The northern leg of Warring intersects Dwight east of Piedmont. Dwight is one-way eastbound west of this intersection; it turns into a two-way street east of the intersection. Dwight has two travel lanes and Piedmont-Warring has four travel lanes (two in each direction). The Dwight/Piedmont-Warring intersection is controlled by a regular two-phase traffic signal. The intersection of Dwight with the northern leg of Warring is controlled by stop signs on Warring.

Derby Street has two lanes of traffic, one in each direction. The intersection of Derby/Claremont in front of Building B-2 is controlled by a flashing yellow light on Derby and a flashing red light on Claremont Boulevard (Claremont Boulevard dead ends two blocks south of Derby). There are crosswalks crossing Derby on both sides of Claremont Boulevard; these are controlled by crossing lights on each corner which turn green when a "walk" button is pushed. These crossing lights are necessary because westbound traffic on Derby is emerging from a blind 90° turn from the Belrose portion of the corridor and because the fairly constant stream of traffic makes opportunities for crossing infrequent.

Twenty-four hour traffic volumes on streets serving the project site have been collected by the City of Berkeley, Department of Transportation and by Alan M. Voorhees & Associates. /2/ These 24-hour volumes are as follows: 20,200 on Derby east of Warring; 20,700 on Belrose south of Derby; 21,500 on Warring north of Derby; 3,000 on Dwight east of Warring; and 1,000 on Dwight opposite the entry point leading to the project site (refer to Figure 2 for this location).

Traffic flows on the Belrose/Derby/Warring/Piedmont corridor indicate that it is acting as a major arterial even though it is designed as a collector street. It carries a substantial amount of through traffic travelling between southern and eastern Alameda County and the University and Central Berkeley. During the PM peak hour, the Dwight/Piedmont intersection has a volume-to-capacity ratio of .79 which indicates a traffic level of service of "C/D." /3/ According to the Highway Research Board, this level of service is one in which the traffic flow is approaching unstable conditions; some drivers may experience delays through more than one red signal. /4/

The primary bottleneck affecting the Belrose/Derby/Warring corridor is at the intersection of Ashby Avenue and Claremont Avenue. The sharp 90° turns along the corridor at Belrose and Derby and Derby and Warring also create bottlenecks as do left turning movements off of the corridor at points where no lane channelization is provided. This is the case with left turning movements into the Dwight-Derby campus at the Derby Street driveways. The steady flow of traffic along the corridor presents a hazardous situation as vehicles attempt left turns off of Derby Street. /5/

To analyze traffic problems in the south campus area and along the Belrose/Derby/Warring corridor in particular, the University conducted a circulation study in 1981. /6/ The study focused on measures to improve circulation by discouraging single-occupancy automobile use, and by discouraging travel along the corridor. Traffic recommendations made in the study include the following:

- reversal of traffic flow direction on Haste and Dwight east of Telegraph
- prohibition of parking on Telegraph during peak hours
- left-turn channelization along Telegraph
- removal of Tunnel Road-Ashby Avenue from the State Highway system
- improvement of signing to Highway 24
- improvement of park-and-ride facilities
- signalization of the Piedmont/Haste and Bowditch/Durant intersections
- provision of a high-occupancy vehicle (HOV) lane and metering at the on-ramp to Highway 24
- provision of peak hour HOV lanes on Derby between Claremont Boulevard and Belrose (for vehicles with three or more occupants).
- completion of the Landvale interchange to provide a direct connection between Highway 24 and the Warren Freeway (State Highway 13 south)

The Claremont-Elmwood Neighborhood Association (CENA) has also developed transportation improvement schemes for the south campus area with particular attention to diverting through traffic from the Belrose/Derby/Warring corridor southward to other north-south corridors such as Telegraph and Shattuck Avenues. The CENA schemes also seek to route Oakland-bound traffic south to the Grove-Shafter Freeway. Elements of the CENA improvement schemes include reversal of flow on the Haste/Dwight one-way couplet between Piedmont and Telegraph, return of the Bancroft/Durant one-way couplet to two-way traffic, closure of Derby between Claremont and Belrose, and restoration of several intersections along the corridor to right-angle configurations.

Other recommendations that have been presented include one which would make Telegraph/Bowditch a one-way couplet with Telegraph running southbound and Bowditch northbound. Dana would be returned to two-way traffic from its

current one-way southbound designation. This recommendation would bring some of the Belrose/Derby/Warring corridor traffic southward. /7/

Transit: The project site is directly served by AC Transit's Line 65 and Line 37U which stop on Derby Street in front of Building B-2. Lines 51, 51A and 51M run along College Avenue, within walking distance of the site. Also within walking distance is transbay Line E which terminates at the Claremont Hotel.

Line 65 runs as a loop encircling central Berkeley along the Dwight/Haste one-way couplet, Seventh Street, Ashby Avenue and the Belrose/Derby/Warring Corridor. It runs in both directions on Derby in front of the site, connecting the site with downtown Berkeley, Herrick and Alta Bates Hospitals, the South Berkeley Senior Center, and the Berkeley and Ashby BART stations. The BART stations act as transfer points to other AC Transit lines. Line 65 operates on Monday through Friday from 6 AM to 7 PM with 20 to 30 minute headways; and on Saturday from 7 AM to 7 PM with 30 minute headways.

Line 37 U operates weekdays 7 AM to 9 AM and 3 PM to 6 PM with 60 minute headways. It connects the site with the main University of California, Berkeley campus.

Lines 51, 51A, and 51M provide service between Albany, El Cerrito, the Berkeley Marina, downtown Berkeley, downtown Oakland, and Alameda. Lines 51 and 51A run Monday through Friday 5 AM to 2 AM with five to ten minute headways during the day and 20 minute headways at night. Lines 51 and 51A also have Saturday, Sunday and holiday service with 12 to 20 minute headways. Line 51M to the Berkeley Marina runs on Mondays through Fridays from 5:30 AM to 11 PM with 20 minute headways.

Elderly and disabled accessibility are key elements of AC Transit's Five Year Plan. /8/ The Transit district offers reduced fares for elderly and disabled passengers (15 cents for local rides) and has implemented a policy of providing lift-equipped buses. Currently, 50% of the peak hour fleet are fully accessible, including all of the 51 lines. Line 65 is planned for full accessibility by 1985. /9/

The City of Berkeley operates a taxi and van subscription service which provides transportation for the elderly (65 and older) and low-income disabled persons at discounted prices. Elderly recipients of the service may not own cars or otherwise have access to a car; disabled recipients must be wheelchair-bound or possess certification of their disability.

The University of California, Berkeley runs its Humphrey Go-Bart Nighttime Safety Service (9 PM to about 1 AM) between the Dwight-Derby campus and the main campus. It runs on Sundays through Fridays with 20 minute headways. This service is provided free of charge to the public.

Parking: On-street parking near the project site is generally unrestricted. Occupancy along Derby Street between Warring and Belrose is close to 100% by 9:00 AM on weekdays. /10/ In an on-street parking survey of the area bounded by Dwight, College, Garber (midway between Ashby and Derby), and Claremont Avenue, a total of about 1,050 on-street spaces were found to exist. /11/ Of these, 870 (83%) were occupied between 9 AM and 11 AM on a weekday. North of Derby Street, virtually no parking spaces were unoccupied.

Currently, there are over 300 off-street parking spaces available at the Dwight-Derby campus. These spaces are restricted to vehicles with University-issued parking permits. By completion of the University's reuse of the Dwight-Derby campus in 1985, there will be about 450 spaces available.

Environmental Impacts

Access: Access and circulation proposed for the project are shown in Figure 3. All vehicular access would be through the Dwight-Derby campus from Dwight Way. Part of HUD's agreement with the sponsor and with the City of Berkeley requires that a legal right-of-access for the Derby Street driveways nearest the site be maintained for right-turn-in, right-turn-out movements only. However, for safety reasons the project would use the Derby Street driveways for emergency access only. The easternmost driveway on Derby Street would be secured with bollards. The center driveway on Derby would not be secured since it has been designated for exit only by the University. /12/ (See Figure 2.) Unless the entrance to the project and access to parking lots are clearly marked, project residents and visitors are likely to become confused. Those who are unfamiliar with the circulation plan could find themselves entering or exiting the site improperly.

Disabled access to the new building would be most direct from the north parking area. The new building would also be accessible from the eastern parking areas via an elevated bridge. Building B-2 would be accessible to the disabled via a bridge connecting it with the new building, from the Derby Street driveway to the east, and from the parking lot to the west.

The roadway serving the site from Dwight Way is relatively narrow. Sight distance along portions of the roadway is impeded by curves and steepness of grade. However, this roadway should be adequate to serve project-generated traffic as long as it is maintained in good condition and no on-street parking is allowed. With the project, traffic volumes along this roadway would be similar to those occurring when the California Schools for the Deaf and Blind occupied the Dwight-Derby campus.

The southern portion of the circular roadway serving the site would be designated one-way eastbound. The portion of the roadway between Building B-2 and the new building would be hazardous to use because it is narrow (12 feet wide from gutter to wall) and jogs some seven feet in its midsection. Pedestrians would cross this roadway east of Building B-2 to reach a stairway leading up to the new building. The poor sight distance along this roadway could be further limited by the bridge connecting the two buildings, making pedestrian crossings hazardous. Further east of Building B-2, the roadway climbs a fairly steep incline, rising ten feet within a distance of 70 feet, to meet the turnaround at the entrance to the new building.

Traffic: Using trip generation rates developed by the California Department of Transportation (Caltrans), /13/ it is estimated that the project would generate up to 405 vehicle trips per day. This includes trips made by residents and visitors. During the peak hour of 5 PM to 6 PM, about 47 vehicle trips would be generated by the project.

Dwight/Piedmont-Warring would be the intersection most impacted by the project since virtually all project traffic would go through it. Project-generated traffic would cause PM peak hour service levels at this intersection to decline from a "C-" to a "D+." /14/ At a "D+" service level, the intersection would approach unstable conditions with periodic queuing and occasionally substantial delays. /15/ If the traffic signal were to be upgraded to three phases with a left turn arrow on Dwight Way, the PM peak hour operation would improve to a "B-/C+" level of service, including the effects of the project. Project traffic would not materially affect peak hour service levels at other intersections serving the site such as Dwight/College, Dwight/Telegraph, College/Ashby and Telegraph/Ashby.

Transit: The project would generate up to about 115 daily passengers on AC Transit's 65 line. During the PM peak hour, about 13 project residents would ride this line. The 65 line is not heavily used and could easily accommodate the additional patronage. If use of the 65 line were to rise substantially, AC Transit would consider extending its service hours or increasing frequency of service to meet demand. /16/

Parking: Parking demand at elderly housing projects is dependent on a number of factors including location, availability of transit, mobility of the residents, number of staff, and the age of the project. Auto ownership tends to run higher at first when younger elderly move in; the older residents tend not to replace their vehicles as they wear out. /17/

Provision of about 56 parking spaces on the project site would allow a ratio of .33 spaces per dwelling unit. In a survey of 36 Section 202 elderly housing projects in HUD's Region VI, auto ownership rates were found to range from .06 to .55 per unit. /18/ The average auto ownership was .23 per unit. A survey of nine elderly housing projects in Oakland reported an average parking supply of .27 spaces per unit with an average usage of 63%. /19/ These surveys indicate that the proposed amount of parking should be sufficient to meet the needs of project residents and their visitors. However, unless access to the proposed parking areas is clearly signed, some visitors could attempt to park in other lots on the Dwight-Derby campus or along Derby Street.

Cumulative Development: As reported in the October 1982 revised plan, the University's reuse of the site would result in about 1,485 daily vehicle trips and a parking demand for 455 spaces. /20/ Including the proposed project, 1,890 vehicle trips would be generated by uses on the Dwight-Derby campus and up to 511 parking spaces would be demanded. Compared to the 1978 use by the California Schools for the Deaf and Blind, /21/ parking demand would increase by 198 spaces and daily vehicle trips would decrease insignificantly by 36. Because more parking is planned than the amount provided by the Schools for the Deaf and Blind, the increase in parking demand would not significantly impact parking on surrounding streets.

Cumulative development within one-half mile of the site is primarily commercial remodeling and owner conversions. This activity is not expected to significantly impact the street network serving the project site.

The heavily travelled Belrose/Derby/Warring/Piedmont corridor would impact the ease and safety of access for project residents. Motorists travelling west from Belrose onto Derby (a blind, 90° corner) must stop quickly if the

"walk" light in front of Building B-2 is activated. Pedestrians crossing Derby Street at this point must exercise caution. Use of the pedestrian crossing light creates backups in both directions on Derby. These backups would become more common with the project. Auto-driving project residents could have trouble making left-turning movements from Piedmont onto Dwight, particularly as the response time of many motorists decreases with age. During commute hours and school days, motorists may have to wait through more than one signal indication to complete this turn. Recommendations to reduce traffic along the corridor could enhance the convenience and safety of project residents. Further study would be necessary to determine the extent of traffic improvements that would occur with these recommendations.

Mitigation Measures

1. Access to the project buildings and parking areas should be clearly signed at all turning points to avoid confusion. A signing system distinct from the blue and white used by the University should be employed so that the signs are noticeable. (Responsibility: Project Sponsor)
2. In order to enhance safety along the relatively narrow access roads, they should be maintained in good condition, cars parked along the roadway should be ticketed, and additional lighting or placement of road reflectors should be considered. (Responsibility: University of California, Berkeley)
3. At the northernmost intersection of the circular roadway, a "yield" sign could be placed for vehicles exiting to Dwight Way from the parking areas east of the new building. (Refer to Figure 3 for this location.) (Responsibility: University of California, Berkeley and Project Sponsor)
4. In order to mitigate the hazards posed by the narrow one-way road on the north side of Building B-2, alternative circulation plans should be studied. One possibility would be to close this portion of the roadway to all but emergency access and to designate access to the 22-space parking lot (west of the new building) from the north rather than the south. (Responsibility: Project Sponsor)
5. A pictorial sign indicating caution for pedestrians and/or a "5 mph" sign should be installed on the north side of Building B-2. An existing stop sign posted on the northwest corner of the building should be removed since it is not readily visible and no reason for stopping is apparent. The crosswalk between Building B-2 and the stairway leading up to the site of the new building should be repainted for greater visibility. (Responsibility: Project sponsor in coordination with the University of California, Berkeley)
6. A traffic safety and courtesy program should be instituted by the project residents. The program could focus on educating the residents and their visitors to use project parking lots and to discourage use of the University's Derby Street exit. (Responsibility: Project Resident Managers)

7. Traffic impacts of the project could be reduced by instituting periodic van service to special events or regular destinations such as a supermarket. Project residents could take advantage of City-sponsored taxi and van subscription services. Ridesharing among project residents would also reduce traffic impacts. (Responsibility: Project Residents)
8. Transit use by project residents could be enhanced by making the Derby Street bus stop accessible to the disabled, by increasing the frequency and hours of operation of AC Transit's Line 65, and by extending AC Transit's transbay E-line to the site. (Responsibility: AC Transit)
9. The comfort of project bus riders could be enhanced by installing a bench at the Derby Street bus stop in front of Building B-2. The possibility of installing a well-lit bus shelter at this location should be explored provided there is an adequate right-of-way width. (Responsibility: City of Berkeley)
10. On-street parking by project residents and visitors could be discouraged by a traffic safety and courtesy program. (Responsibility: Project Resident Managers)
11. The traffic impacts of the heavily travelled Belrose/Derby/Warring/ Piedmont corridor on project residents could be mitigated by implementing measures proposed by the Berkeley South Campus Circulation Study, by CENA, and by the City of Berkeley. (See p. 19.) These recommendations require implementation by public agencies including the City of Berkeley, City of Oakland, Cal Trans, and AC Transit. Measures that could benefit the project the most include improvement of signing and access to Highway 24, completion of the Landvale interchange, improvement of park-and-ride facilities, removal of Tunnel Road-Ashby Avenue from the State Highway system, and restoration of several intersections along the corridor to right-angle configurations.

Footnotes

- /1/ City of Berkeley, Comprehensive Planning Department, Berkeley Master Plan, op. cit., proposed circulation plan.
- /2/ City counts were conducted in 1977 (1977 24 Hour Traffic Volumes Map) except for the Derby Street count which was conducted in Fall 1981. Alan M. Voorhees & Associates counts along Dwight Way were conducted in Fall 1978. Where both City-collected and Voorhees counts are available, City counts were used because they are collected over several days time and then averaged. (Herman Sinemus, City Traffic Engineer, telephone conversation of December 15, 1983). Voorhees counts are from: Dwight-Derby Site Reuse Study Transportation Element, December, 1978.
- /3/ PRC Voorhees, Berkeley South Campus Circulation Study, August 1981, p. 115.
- /4/ Highway Research Board, Special Report, No. 87., Highway Capacity Manual, 1965.
- /5/ Existing traffic conditions are summarized from Alan M. Voorhees & Associates, Inc., Dwight-Derby Site Reuse Study Transportation Element, op. cit., which is incorporated herein by reference.
- /6/ PRC Voorhees, Berkeley South Campus Circulation Study, op. cit.

- /7/ Herman Sinemus, City Traffic Engineer, telephone conversation of January 4, 1984. This recommendation was submitted to the City Council by the City Manager in October 1976.
- /8/ Alameda-Contra Costa Transit District, Five Year Plan Update, Fiscal Years 1983-1987, adopted April 14, 1982.
- /9/ Carol Weinstein, Coordinator of Accessible Services, AC Transit District, telephone conversation of December 16, 1983.
- /10/ Parking conditions on Derby Street were noted by Planning, Analysis & Development in November 1983.
- /11/ Parking survey conducted by Alan M. Voorhees & Associates, Inc. and reported in Dwight-Derby Site Reuse Study Transportation Element, op. cit.
- /12/ Dorothy Walker, Associate Director, University of California, Berkeley, Campus Planning Office, telephone conversation of December 15, 1983.
- /13/ Trip rates and peak hour percentage used are from Caltrans, 10th Progress Report on Trip Ends Generation Research Counts, July 1975, Table 4, Retirement Community Comparison. The Oakmont case study was determined to be most similar to the project (Herman Chan, Caltrans, traffic engineer, telephone conversation of December 20, 1983); its trip rate was adjusted for greater accessibility of the project site, fewer staff employed at the project, and lower auto ownership of project residents.
- /14/ Service levels were calculated by means of the Critical Movement Analysis method for planning applications, documented in: Transportation Research Board, National Academy of Sciences, Transportation Research Circular Number 212, Interim Materials on Highway Capacity, January 1980.
- /15/ Highway Research Board, Highway Capacity Manual, op. cit.
- /16/ Don Larson, Planner, AC Transit District, telephone conversation of December 20, 1983.
- /17/ William B. Swanson, FHA Land Planner, U.S. Department of Housing and Urban Development, telephone conversation of August 10, 1982.
- /18/ U.S. Department of Housing and Urban Development, Federal Housing Administration, Region VI, Elderly Housing Programs Division, "Status Report for Period Ending April 30, 1970."
- /19/ U.S. Department of Housing and Urban Development, San Francisco Area Office, "Parking Survey for Elderly Residents," August 15, 1978.
- /20/ University of California, Berkeley, Revised University Plan - Development of Dwight-Derby Site, October 1982. Parking demand and vehicle trips are adjusted downward to reflect project use of Building B-2 and demolition of Building B-8.
- /21/ As reported in: University of California, Berkeley, Revised University Plan - Development of Dwight-Derby Site, October, 1982.

E. PUBLIC SERVICES

Setting

Police: Police protection for the project would be provided by the Berkeley Police Department. The University of California portion of the Dwight-Derby campus would be served by University police. The Berkeley Police station is located approximately two miles west of the Dwight-Derby Senior Housing project, on McKinley Street near Allston Way. Emergency response time from this station is about five minutes for priority one calls and less than five minutes for emergency calls.

Crime problems which have been associated with other senior citizens housing projects in Berkeley include purse-snatching and frauds such as those which have resulted in senior citizens removing money from savings accounts to turn over to the criminal. Such problems have been noted in the commercial neighborhoods of University Avenue near Strawberry Creek Lodge on Addison Street, which is an elderly/handicapped housing project of 148 units. Senior citizens have also been subject to household robberies. /1/

Fire: The nearest fire station is located approximately one-half mile to the south at the corner of Russell Street and College Avenue. Emergency response time is about two minutes. This station is equipped with one fire engine and a staff of three. Response to emergency calls would be from the Russell/College Station and/or the Station at the corner of Derby Street and Shattuck Avenue (Station No. 5, approximately one mile west of the site). This second station is equipped with an engine and truck and would respond in three to five minutes. /2/

Emergency Medical Service: For medical emergencies, the nearest ambulance service is available from the fire station at the intersection of Derby Street and Shattuck Avenue, one mile west of the site. For any emergency, a fire engine would accompany the ambulance and two Emergency Medical Technicians would be available to offer emergency medical services. If needed, an additional ambulance would be available from the fire station near the corner of Shattuck Avenue and Berkeley Way. Ambulance service would be provided to Herrick or Alta Bates Hospitals in Berkeley or Children's Hospital in Oakland. The former two are within 1.2 miles of the project site while the latter is approximately 3.5 miles south.

Senior Centers: The closest Senior Center to the site is the South Berkeley Center located at the corner of Ashby Avenue and Ellis Street (about 1.8 miles west of the site) would provide services and activities for the senior citizens residing at the project. The Senior Center operates Monday through Friday, from 9 AM to 4 PM. Activities provided for citizens aged 55 or older include: daily lunches, table games, and exercise and hobby classes. In addition, free legal assistance and health counselling are provided. A Social Security representative is available at special times to answer questions.

Transit (van) service is operated by the South Berkeley Senior Center for senior citizens who require transportation to and from medical appointments and shopping. All of the center's services are provided free of charge with the exception of lunches, for which a one dollar donation is requested. /3/

Programs for the Disabled: The Center for Independent Living (CIL), located on Telegraph Avenue about one-half mile west of the site, is a business office which provides a variety of services for the disabled. These services include job placement, an independent living skills program, help with Social Security problems, services for the blind and deaf, wheelchair repair, and attendant care. No fees are charged for the services provided by CIL. The hours of operation are Monday through Friday, 9 AM to 5 PM.

Access to CIL from the Dwight-Derby Senior Housing Project would be available by Alameda-Contra Costa (AC) Transit which has buses equipped for wheelchair accessibility. AC Transit's line 65 stops on Derby Street in front of Building B-2 and also stops on Haste Street near Telegraph Avenue, one block north of the CIL office. Subscription van and taxi service would be possible through a City-sponsored program.

Another program for the disabled is the Berkeley Outreach Recreation Program which provides weekly recreation classes such as swimming and body conditioning. A bi-weekly adult (40+ years) program includes social and exercise meetings, a bridge club and monthly field trips. The Berkeley Outreach Recreation Program provides monthly wilderness trips for such activities as skiing or kayaking. About 700 people per month are served by the program.

Some activities of the Berkeley Outreach Recreation Program are provided on the U.C. Berkeley campus, about one mile north of the project site. Swimming classes are held at the Albany Pool, but are limited to 1.5 hours per week due to costs. The community pool nearest the project is on the Dwight-Derby campus; this is shown as Building D-11 in Figure 2. Because wheelchair access is not provided for this pool, the Berkeley Outreach Recreation Program is not able to take advantage of this facility. /4/

City-sponsored services for the disabled include "Meals on Wheels," which delivers hot meals to the homebound 60 years or older five days a week at a donation of \$2 a meal; and "Homeservice", which provides the homebound person with services such as bathing, dressing, and housekeeping. Both programs have a waiting list.

Environmental Impacts

Police: Occupation of the project would not require extra Police Department staff or equipment to provide adequate police protection. There could be an increase in crime problems in the neighborhood which are associated with senior citizens such as purse snatching. /5/ Some preventative control would probably be provided by the University of California police who would patrol the portion of the Dwight-Derby campus occupied by University of California students and junior faculty. /6/

Fire: No additional fire personnel or equipment would be required to provide fire protection services for the proposed project. Emergency access would be available from Derby Street adjacent to the project (see Site Plan, Figure 3.) The Derby Street driveway is 20 feet wide, which is the minimum width considered necessary by the Berkeley Fire Department. /7/

Emergency Medical Service: Because of age and infirmity of the residents, the project would probably have a greater need for emergency services than other types of housing. However, no additional staff or equipment would be necessary for the provision of adequate emergency medical service. /8/

Senior Centers: The South Berkeley Senior Center would be able to provide lunches and other services for the residents of the project. The Senior Center has enough capacity to meet the needs of up to 100 additional senior citizens. It is assumed that some of the residents who would be living at the project already use the facilities of this Center. /9/ In addition, the University of California has agreed to make its food and recreation facilities on the Dwight-Derby campus available to project residents. The Associated Students of the University of California (ASUC) convenience store located at the Dwight-Derby campus would also be available to the elderly and disabled residents of the project.

Programs for the Disabled: The services provided by both the Center for Independent Living and the Berkeley Outreach Recreation Program would be available to disabled residents of the Dwight-Derby Senior Housing Project as there is capacity to serve additional people. /10/

Mitigation Measures

1. The community pool approximately 200 feet north of the site (Building B-9), which is now owned by the University of California, could be rehabilitated for wheelchair accessibility. The University plan for reuse of the Dwight-Derby campus includes a provision for renovation of the gymnasium in Building B-9 for use by the elderly and disabled, provided that funds are available.
2. To reduce the possibility of the elderly and/or the disabled being victimized by crime, the following elements could be incorporated into the design of the project: /11/
 - Units should be designed with solid perimeters (i.e., securable windows and doors). Dead bolt locks should be installed opposite a reinforced strike plate. (Dead bolts of at least one inch in width are required by the City for all rental units.)
 - Window coverings should be provided to reduce the visibility of persons or objects within the unit.
 - Plantings should be low or thinned to reduce opportunities for criminals to hide.
 - Visibility from the street should be maximized.
 - Lighting should be incandescent or high pressure sodium, with one foot candle minimum maintained on pathways, in courtyards and entrances. Low pressure sodium lighting has been known to make everything appear monochromatic and thus to reduce the visibility of danger signs for the elderly who have limited vision.

- The proposed courtyard should be designed to promote visibility from surrounding units and to accommodate active uses by providing benches and tables for residents.
- The possibility of providing a well-lit bus shelter on Derby Street should be explored, if there is adequate right-of-way width.

Footnotes

1. Officer Hollister, Berkeley Police Department, telephone conversation of December 8, 1983.
2. Lieutenant Littley, Berkeley Fire Department, telephone conversation of December 8, 1983.
3. Ms. Pat Everett, Senior Services Assistant, South Berkeley Senior Center, telephone conversation of December 9, 1983.
4. Mr. Paul Rauber, Administrative Assistant, Berkeley Outreach Recreation Program, telephone conversation of December 13, 1983.
5. Officer Hollister, Berkeley Police Department, telephone conversation of December 9, 1983.
6. Mr. Lee Nichols, Police Assistant, University of California Police Department, telephone conversation of December 9, 1983.
7. Lieutenant Littley, Berkeley Fire Department, telephone conversation of December 9, 1983.
8. Ibid.
9. Mr. Troy McGeehee, Senior Services Assistant, South Berkeley Senior Center, telephone conversation of December 9, 1983.
10. Mr. Rex Scott, Center for Independent Living, and Mr. Paul Rauber, Berkeley Outreach Recreation Program, telephone conversation of December 13, 1983.
11. Mr. Guy Craig, Crime Prevention Unit, Berkeley Police Department, telephone conversation of December 14, 1983.

F. NOISE

Setting

Noise measurements were made for the site area in 1978 and are analyzed in UC's Dwight-Derby Site Reuse EIR, which is incorporated by reference in this EIR. At Claremont and Derby, the noise environment is dominated by cars, trucks, buses and motorcycles. Noise levels at different times of day are shown in Table 1. On the west side of Claremont about 40 feet south of the center of Derby Street, the average noise level (L_{eq}) was 68-69 dBA. This level is considered "intrusive" by many people. About 1% of the time (L_1) noise levels range from 75-77 dBA, a level which is considered "highly annoying" by most people. /1/ Noise levels rarely drop below 54 dBA (L_{99}).

Table 1

SUMMARY OF MEASURED NOISE LEVELS (dBA)

Location	Date & Time	L _{eq}	L ₁	L ₁₀	L ₅₀	L ₉₀	L ₉₉	Noise Source
West side Claremont about 40' south of Derby St. centerline	10/6/78 12:45 pm	69	76	72	68	62	54	Derby traffic continuous
	10/12/78 5:45 pm	68	77	70	67	60	54	Derby traffic continuous
	10/12/78 7:25 pm	68	75	71	66	60	54	Derby traffic continuous
	10/16/78 8:15 am	69	76	72	68	62	54	Derby traffic continuous

Table Notes:

The decibel (dB) is a unit of sound that is referenced to the sound pressure at the threshold of hearing. The dBA (A-weighted decibel) accounts for the way the human ear responds to sounds of different frequencies. The L₁, L₁₀, L₅₀, L₉₀ and L₉₉ represents the A-weighted sound levels exceeded 1%, 10%, 50%, 90%, and 99% of the time, respectively. The equivalent sound level (L_{eq}) is the constant noise level which would generate the same noise energy as the time-varying environmental noise.

Environmental Impacts

The project would generate noise that would impact the neighborhood during construction and occupancy, and would itself be impacted by existing noise levels. Construction equipment would cause temporary noise impacts over the 14-month construction period. During project occupancy, there would be an increase in noise from vehicular traffic and mechanical equipment. The project would be impacted by noise caused by existing traffic. Each of these is discussed below.

Construction Noise: Assuming no quieting of construction equipment, noise levels on the site would range from 97 - 106 dBA. /2/ This would be very annoying to people, and could cause hearing damage if endured over an 8-hour period. With background noise levels of about 68-69 dBA, the noisiest equipment would cause noise levels of 75 - 90 dBA at a distance of 100 feet from the site. This would be considered annoying by nearby residents. /3/

Ground clearing would generate noise in the range of 82 - 85 dBA at 100 feet and is an activity that would go on for about one week. Excavation would cause noise in the range of 87 - 90 dBA, and would go on for about two weeks. Foundation work would cause noise levels of 75 - 78 dBA over a two month period. Erection of the building structure would cause noise levels of 76 - 79 dBA over a six month period, and finishing work would generate noise of 87 - 90 dBA over another six-month period. /4/

Trucks hauling materials to and from the site would generate noise of about 91 dBA on nearby streets. This noise would be perceived as very annoying to neighborhood residents along the routes used by the trucks.

Project Noise: The project would generate noise due to vehicular traffic. About 405 daily vehicle trips are expected, with a maximum of 47 in the peak hour. However, the addition of project traffic to the relatively constant stream of traffic along Derby would not result in a perceptible increase in noise levels, especially since access to the site would be from Dwight Way. Noise levels on Dwight Way have a range of 53 - 60 dBA (L_{eq}). Project-generated traffic would cause a just audible increase to the noise levels experienced inside residences along Dwight Way. However, these noise levels would not be noticeably greater than when the Dwight-Derby campus was occupied by the Schools for the Deaf and Blind.

Mechanical equipment would also generate noise, but is not expected to have a significant impact on surrounding land uses because equipment such as fans would be inside of buildings and shielded to reduce noise propagation.

The existing exterior noise level of 68 - 69 dBA is primarily due to traffic, and would impact the interior of project apartments. At the site, this traffic noise is reduced to about 62 - 63 dBA because the site is farther from Derby Street traffic than is the location at which noise measurements were made (e.g., on the west side of Claremont, 40 feet south of the center-line of Derby). This level is further reduced by buildings and walls that deflect street traffic noise before it reaches the site. Noise insulation standards of the State of California and the U.S. Department of Housing and Urban Development require that interior noise levels not exceed 45 decibels as measured in CNEL /5/ with doors and windows closed. In order to achieve this level of noise reduction, the project would require acoustical analysis to specify the wall and window composition that would reduce noise by 20 dBA in Building B-2 and about 15 dBA in the new building. /6/

Other existing noise sources that could affect the project residents would be those caused by students, particularly stereos. As the nearest student residence is 80 feet from the site, it is not anticipated that this would be a significant source of noise impacts.

Mitigation Measures

1. Construction noise could be mitigated by requiring the contractor to agree in the construction contract to implement the following measures:
 - (a) Use state-of-the-art muffling techniques and equipment;
 - (b) Select quiet procedures such as drilling rather than using impact equipment;
 - (c) Specify quiet machines;
 - (d) Eliminate unnecessary idling of equipment;
 - (e) Do not operate many pieces of machinery simultaneously if it can be avoided.
2. The project sponsor would have to comply with interior noise reduction requirements of the state and federal governments. No additional mitigation of interior noise levels would be needed.

Footnotes

1. U.S. Environmental Protection Agency, "Noise and Its Measurement," February 1977.
2. Bolt Beranek and Newman, "Noise From Construction Equipment and Operations, Building Equipment and Home Appliances," Table III, U.S. Environmental Protection Agency, December 1977.
3. U.S. Environmental Protection Agency, "Noise and Its Measurement," op. cit.
4. Noise level ranges are derived from Bolt Beranek, Table III, op. cit. Calculations are based on noise levels for the noisiest equipment at a distance of 50 feet. This value is reduced by 6 dBA to estimate noise at 100 feet from the equipment, the approximate distance of the nearest residence on Derby Street. This estimates the lower end of the noise range. To obtain the upper level of the noise range, 3 dBA is added to the lower level to account for two pieces of equally noisy equipment operating at the same time.
5. CNEL (Community Noise Level Equivalent) is a measure of the 24-hour average noise level with a 5 decibel penalty added to the measured noise level between 7 PM - 10 PM, and a 10 decibel penalty added between 10 PM - 7AM. For California standards, refer to Article 4 of the California Administrative Code, Title 25; for U.S. Department of Housing and Urban Development standards, refer to Title 24 of the Code of Federal Regulations.
6. This estimate is derived from a L_{eq} of 68 as measured on Claremont Boulevard 40 feet south of the centerline of Derby. Building B-2 is about 60 feet from the centerline of Derby and is estimated to have noise levels 3 dBA lower than a point 40 feet from the centerline. The new building would be about 140 feet from the center of Derby and is estimated to have noise levels 9 dBA lower than a point 40 feet from the centerline. New construction would also be shielded from traffic noise by Building B-2 and ground elevation changes.

IV. ADVERSE IMPACTS THAT CANNOT BE AVOIDED IF THE PROJECT IS IMPLEMENTED

A. Land Use and Population: The project would result in housing that could preclude any other use of the site for at least 50 years. It would add a total population of about 213 persons to the site.

B. Geologic Hazards: Ground shaking from a major earthquake along the Hayward fault could severely impact the project causing structural failure, collapse of buildings, and possible loss of life.

C. Transportation: The project would generate up to 405 vehicle trips per day; about 47 of these would occur during the PM peak hour. Project-generated traffic would cause PM peak hour service levels at the Dwight/Piedmont-Warring intersection to decline from "C-" to "D+".

D. Noise: Construction of the project would cause temporary noise impacts over the 14-month construction period that could be annoying to nearby residents. Project-generated traffic would cause a just audible increase to the noise levels experienced inside residences along Dwight Way.

V. ALTERNATIVES

A. NO PROJECT

If this or another similar project were not built on the site, none of the impacts associated with it would occur and 169 units of low- and moderate-income housing for elderly and disabled residents would not be provided. The buildings on the site would remain vacant and the grassy field and playground/barbeque area would remain as open space. Vandalism of the buildings and play equipment on the site would continue.

Without the project, the population on the site would not increase by 213 elderly persons. There would not be a daily traffic increase of 405 vehicles and service levels on surrounding intersections would not be affected. There would not be an increase in human exposure to the noise levels and safety hazards of the Belrose/Derby/Warring/Piedmont corridor. No construction-related noise and traffic impacts would occur.

If the project were not built, none of the mitigation measures associated with it would be necessary. A landscaped courtyard would not be provided and the overgrown shrubs around Building B-8 would not be removed. Building B-2 would not be made seismically safe and drainage on the site would not be improved. Slopes and embankments around the site would not be checked for stability. Safety of circulation around the site would not be improved by measures such as striping, signing, and lighting.

If the project were not built, goals for elderly and low income housing stated in the Housing Element of the Master Plan would not be achieved.

B. NO NEW CONSTRUCTION (COMPLETE REHABILITATION)

If the project were to include no new construction, it would probably consist of rehabilitating Buildings B-1 and B-2. Both Buildings B-8 and B-11 were found by the University to be structurally incompatible for residential use. These buildings have been designated for possible storage use in the Revised University Plan. Building B-1 could be rehabilitated into about 21 units, and Building B-2 could accommodate about 14 units, for a project total of 35 units. /1/ This would be 134 fewer units than proposed. This alternative would contain a population of about 44 residents, 169 fewer than with the proposed project. It would further City Master Plan goals to provide housing for persons with special needs to a lesser extent than would the proposed project.

Because this alternative would consist of fewer units, some of the environmental impacts associated with it would be less than with the proposed project. It would generate about 84 daily vehicle trips, roughly one quarter the number that the proposed project would. It would not result in any material decrease in service levels at intersections serving the site. This alternative would demand up to about 15 parking spaces, 41 fewer than are proposed. It would generate less noise due to construction and increased traffic than would the proposed project. Because there would be fewer residents, this alternative would cause less demand for public services than would the proposed project. This alternative would be subject to the same geologic hazards as the proposed project and would incorporate similar

mitigation measures. As with the proposed project, no adverse impacts on the historic or architectural heritage of the site would occur.

With this alternative, Building B-8, the grassy field, and the playground/barbeque area would remain as is. No shrubs or trees would have to be removed.

This alternative has been rejected by the sponsor because they believe that complete rehabilitation would not be cost-effective, and that the small number of units would be relatively expensive to maintain and would not be conducive to forming a community. Because CSI-sponsored projects are managed cooperatively by project residents, a "critical mass" for the formation of a responsible core group is considered important. The U.S. Department of Housing and Urban Development's Section 202 funds are available up to a maximum of \$45,940 per unit for studios and \$53,157 for one-bedroom units. The sponsor does not believe that rehabilitation of Buildings B-1 and B-2 could result in units at those costs. Economies in operating costs are also realized with increased size.

The sponsor does not believe that the configuration of Buildings B-1 and B-2 (i.e., side by side) would be as conducive to a healthy social environment as the proposed arrangement of buildings. In order for this alternative to be built, it would probably have to be proposed for construction without Section 202 assistance, rendering it unlikely to be available for low- and moderate-income residents. Provision of low- and moderate-income housing is required by the Memorandum of Understanding between the City and the University regarding use of the Dwight-Derby campus.

C. UNIVERSITY USE

If all necessary approvals, permits and financing for the project are not obtained within five years of transference of the Dwight-Derby campus to the University, the project site would be retained by the University. If the project is built but ceases to be used for low- and moderate-income housing, the site and improvements would revert to the University.

If the project is not built, the University would rehabilitate Building B-2 for 14 junior faculty or quiet student apartments. Building B-8 would be rehabilitated for archival use and the grassy field would be made available for joint recreation use by the City and the University.

University reuse of the project site would have a daily population of about 50 persons, 163 less than with the proposed project. It would provide 14 dwelling units, 155 less than would the proposed project. It would generate about one quarter of the daily vehicle trips that the proposed project would. About 36 parking spaces would be demanded by this alternative, 20 fewer than demanded by the proposed project.

Because there would be a smaller population associated with this alternative, the impacts on public services, traffic and noise levels would be less than with the proposed project. It would generate less noise and traffic due to construction than would the proposed project. As with the proposed project,

no adverse impacts on the historic or architectural heritage of the site would occur. This alternative would be subject to the same geologic hazards as the proposed project.

If the project were to be built and then revert to the University, it would be used for junior faculty and/or student housing. With this alternative, the population on the project site would be about 300 persons, 87 more than with the proposed project. Daily vehicle trips would be about 76 (19%) fewer than with the proposed project. Environmental effects would be similar to those expected with the proposed project with the exception that noise from stereos and parties would be greater with this alternative.

In either case, University reuse of the site would not be responsive to City Master Plan goals calling for the provision of housing for persons with special needs.

Footnote

1. Dwelling unit conversion estimates are from: University of California, Berkeley, Building Reuse Inventory at the Site of the California Schools for the Deaf and the Blind, Berkeley, California, prepared by Wong and Brocchini and Associates, 1978.

VI. EIR AUTHORS AND PERSONS CONSULTED

Draft EIR Author

Planning Analysis & Development
530 Chestnut Street
San Francisco CA 94133
Gloria Root, Principal-in-Charge
Elizabeth Tyler, Project Manager

Lead Agency

City of Berkeley
City Manager's Office
2180 Milvia Street
Berkeley, CA 94704
Eve Bach, Assistant to the City Manager

City of Berkeley
Planning and Community Development Department
2180 Milvia Street
Berkeley, CA 94704
Vicki Elmer, Assistant City Manager for Planning
and Community Development
Abe Copperman, Senior Planner

Sponsor's Representative

CSI-Derby Street
C/O National Housing Law Project
1950 Addison Street
Berkeley, CA 94704
Gideon Anders

Project Architect

Hirshen Gammill Trumbo
Architects
2927 Newbury Street
Berkeley, CA 94703
Quinn Meyers

Public Agencies Consulted

AC Transit District
Don Larson, Planner
Carol Weinstein, Coordinator of Accessible Services

Berkeley Fire Department
Lieutenant Littley

Berkeley Police Department
Officer Hollister
Guy Craig, Crime Prevention Unit

City of Berkeley
Department of Public Works
Traffic Engineering Division
Herman Sinemus, Traffic Engineer

University of California, Berkeley
Campus Planning Office
Dorothy Walker, Associate Director

University of California, Berkeley
Police Department
Lee Nichols, Police Assistant

Other Groups Consulted

Berkeley Outreach Recreation Program
Paul Rauber, Administrative Assistant

Center for Independent Living
Rex Scott

Lennert and Associates, Soils
Engineers
B.J. Lennert, R.C.E. No. 9232

South Berkeley Senior Center
Pat Everett Senior Services Assistant
Troy McGeehee, Senior Services Assistant

VII. APPENDICES
APPENDIX A
INITIAL STUDY

DESCRIPTION OF THE DWIGHT-DERBY HOUSING PROJECT

The Project of 169 units of low-income, senior and disabled housing will be owned by CSI-Derby Street Non-Profit Housing Corporation, a mortgagor corporation controlled by the Project's sponsor, Cooperative Services, Inc. (CSI). One hundred sixty of the Project's units will be newly constructed, and nine units will be in a rehabilitated structure.

The proposed Project is to be located on 50 acres formerly occupied by the California Schools for the Deaf and Blind. Site boundaries are Dwight Way, Warring Street, Derby Street and Berkeley City limits.

The entire 50 acre site has been designated as a historical landmark by the California State Office of Historical Preservation and is on the National Register of Historic Places. The University now owns the entire 50 acres, but has entered into an agreement with CSI and the City of Berkeley which requires the University to deed the Project parcel to CSI-Derby Street, once all approvals for the Project have been obtained. The Project is to occupy three and one-half acres in the south-west corner of the site. The attached map shows the location.

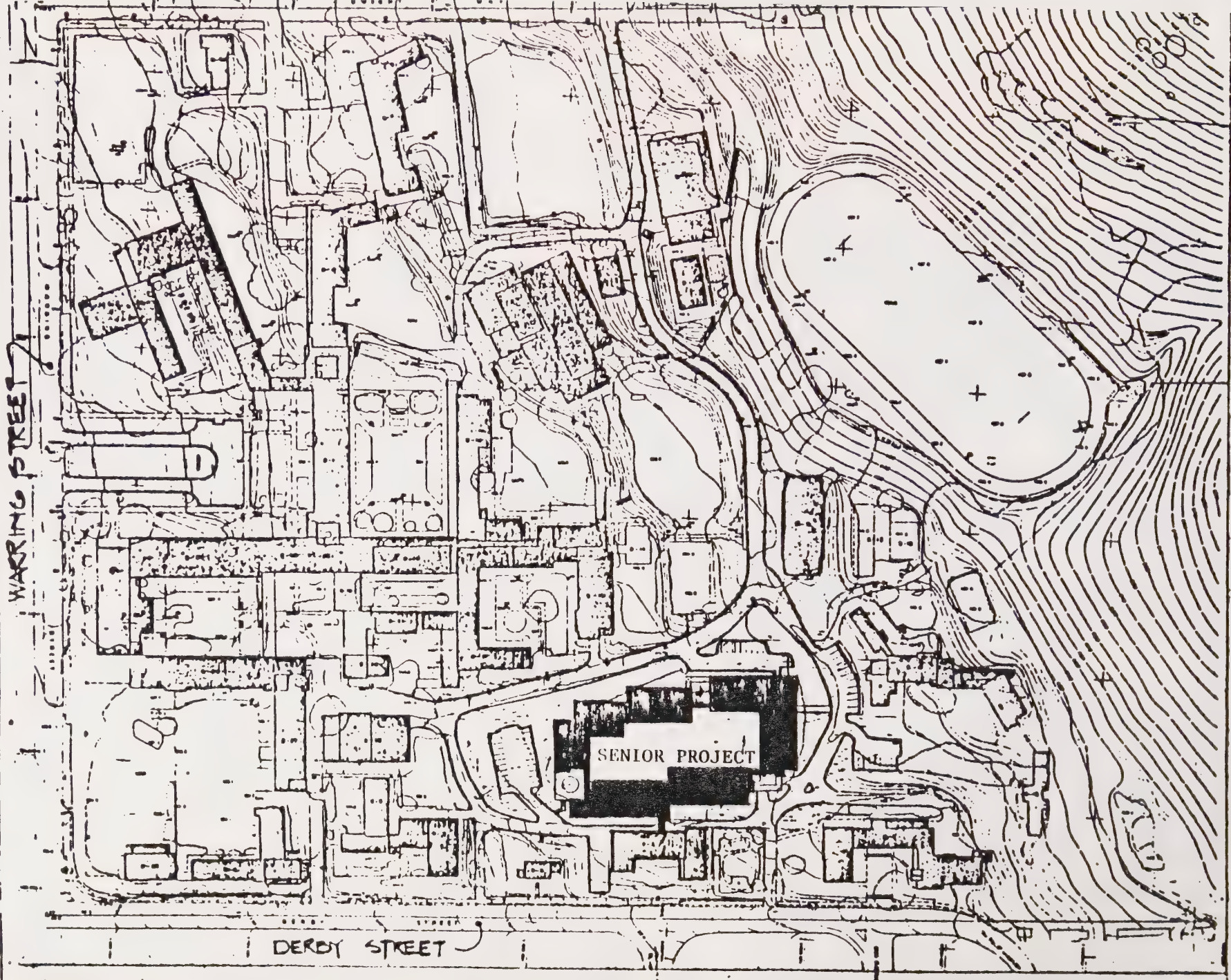
The site of the newly constructed housing is to be a flat pad currently occupied by one cement block building and one temporary structure which will be demolished. The Project will require demolition of these historically insignificant buildings (B-7, a temporary classroom building, and B-8, a 1956 food services building). The new construction will not exceed three stories in height and its design has been integrated into the site's design idiom. The Project's 160 new units will consist of 105 one bedroom units, 17 one bedroom units for the handicapped and 38 studio apartments.

The rehabilitated units will occupy Building B-2, as shown on the map. Building B-2 will be rehabilitated to provide one two-bedroom unit, and four one-bedroom units, and four studio units. Community space for the Project will also be provided in Building B-2.

Parking for the Project will be on the three and one-half acre parcel, in the areas designated on the map.

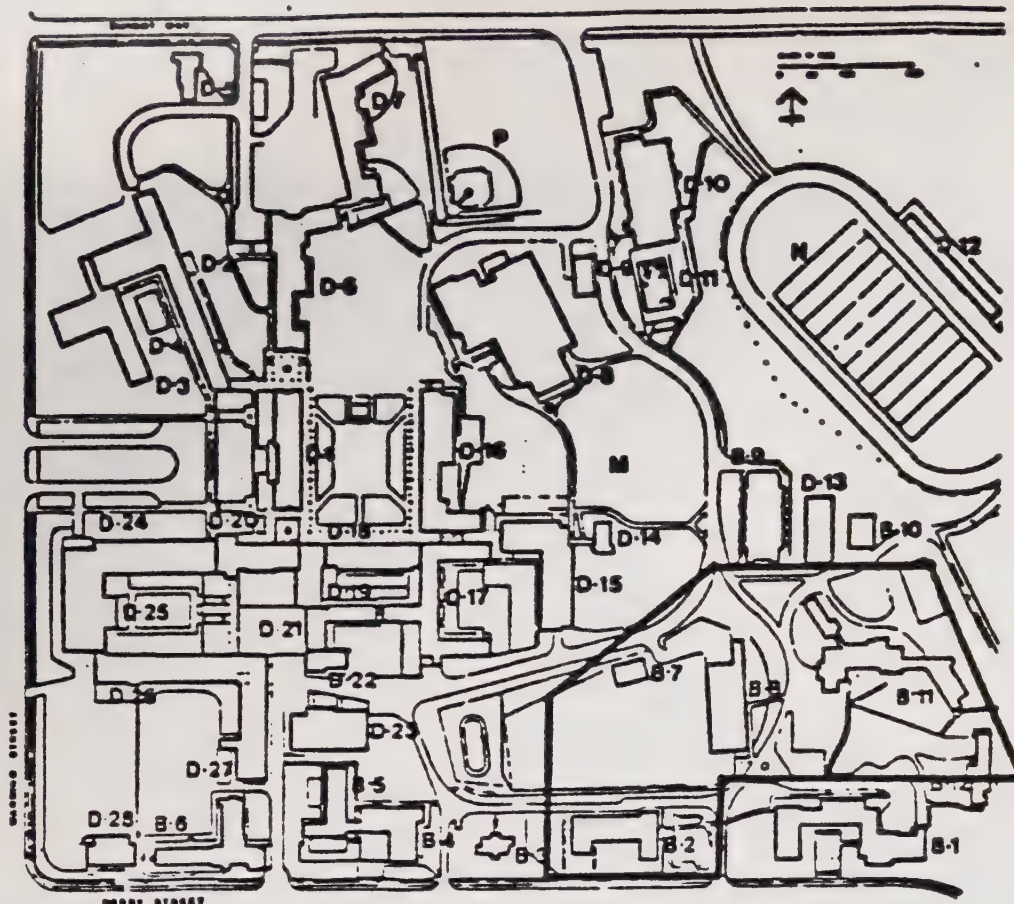
The Project will be constructed with loan funds obtained from the Department of Housing and Urban Development (HUD), under the Section 202 Program, and will be subsidized under the HUD Section 8 Program. Tenancy in the Project will be limited to low-income elderly and handicapped persons as defined by HUD regulations. All tenants will pay 30% of their income towards rent, which will include a utility allowance.

The University is rehabilitating the remainder of the 50-acre site for housing and recreational purposes in accordance with the October, 1982 amalgamation of its 1979 and 1982 site plan. Residents will be able to use recreational and dining facilities on the University-owned portion of the site. There are 100+ acres of useable open space on the site, including 0.8 acres on the CSI parcel. A copy of the University's proposed Rehabilitation and Reuse map and legends is attached.



LOCATION MAP

1" = 200' 0"



DWIGHT-DERBY SITE REHABILITATION AND REUSE

<u>BUILDING</u>	<u>USE</u>	<u>BUILDING</u>	<u>USE</u>
Area Within Black Line is Proposed Area for Elderly Housing Project			
D-1	Housing, Housing Administration, Store	D-24	Housing
D-2	Housing	D-25	Auditorium
D-3	Housing	D-26,27	Housing
D-4	Removed by Schools	D-28	Small Gym for Site Residents
D-5	Faculty Housing (Currently used for Student Security Force)	B-1	Faculty Housing (Funds Not Yet Allocated for Rehabilitation)
D-6	Housing	B-2	Part of Proposed Elderly Housing Project
D-7	Housing	B-3	Faculty Housing
D-8	Archival Storage (Funds Not Yet Allocated for Rehabilitation)	B-4	Housing
D-9	Service	B-5	Housing
D-10	Gymnasium (Ready for Shared Community and University Use, June 1983)	B-6	Housing
D-11	Pool (Ready for Shared Community and University Use, June 1983)	B-7	In Elderly Housing Site
D-12	Bleachers Removed by Schools	B-8	In Elderly Housing Site
D-13	Removed by Schools	B-9	Old Blind School Gymnasium (No Funds Allocated for Rehabilitation)
D-14	Housing	B-10	Removed By Schools
D-15	Housing	B-11	In Elderly Housing Site
D-16	Housing	B-12	In Elderly Housing Site
D-17	Housing	Area N	Track and Infield for Shared Community and University Use
D-18, 19, 20, 21, 22	Dining, Food Preparation & Service	Area P	Softball Field for Shared Community and University Use
D-23	Central Heating Plant	Area M	Grass Playfield for Shared Community and University Use

CITY OF BERKELEY

ENVIRONMENTAL INITIAL STUDY

ENVIRONMENTAL CHECKLIST FORM
(To be completed by Lead Agency)

I. BACKGROUND

1. Name of Proponent CSI-Derby St. Nonprofit Housing Corp.
2. Address and Phone Number of Proponent:
David M. Madway/Gideon Anders
National Housing Law Project
1950 Addison St., Berkeley 94704
3. Date of Checklist Submitted 10-11-83
4. Agency Requiring Checklist City of Berkeley
5. Name of Proposal, if applicable Dwight/Derby
Senior Housing Project

II. ENVIRONMENTAL IMPACTS

(Explanations of all "yes" and "maybe" answers are required on attached sheets.)

	<u>YES</u>	<u>MAYBE</u>	<u>NO</u>
1. <u>Earth.</u> Will the proposal result in:			
a. Unstable earth conditions or in changes in geologic substructures?	<u> </u>	<u> </u>	<u> X </u>
b. Disruptions, displacements, compaction or overcovering of the soil?	<u> </u>	<u> </u>	<u> X </u>
c. Change in topography or ground surface relief features?	<u> </u>	<u> </u>	<u> X </u>
d. The destruction, covering or modification of any unique geologic or physical features?	<u> </u>	<u> </u>	<u> X </u>
e. Any increase in wind or water erosion of soils, either on or off the site?	<u> </u>	<u> </u>	<u> X </u>
f. Changes in deposition or erosion of beach sands, or changes in siltation, deposition or erosion which may modify the channel of a river or stream or the bed of the ocean or any bay, inlet or lake?	<u> </u>	<u> </u>	<u> X </u>

DO NOT WRITE IN THIS SPACE

	<u>YES</u>	<u>MAYBE</u>	<u>NO</u>
g. Exposure of people or property to geologic hazards such as earthquakes, landslides, mudslides, ground failure, or similar hazards?	_____	<u>X</u>	_____
2. <u>Air.</u> Will the proposal result in:			
a. Substantial air emissions or deterioration of ambient air quality?	_____	_____	<u>X</u>
b. The creation of objectionable odors?	_____	_____	<u>X</u>
c. Alteration of air movement, moisture or temperature, or any change in climate, either locally or regionally?	_____	_____	<u>X</u>
3. <u>Water.</u> Will the proposal result in:			
a. Changes in currents, or the course or direction of water movements, in either marine or fresh waters?	_____	_____	<u>X</u>
b. Changes in absorption rates, drainage patterns, or the rate and amount of surface water runoff?	_____	_____	<u>X</u>
c. Alterations to the course or flow of flood waters?	_____	_____	<u>X</u>
d. Change in the amount of surface water in any water body?	_____	_____	<u>X</u>
e. Discharge into surface waters, or in any alteration of surface water quality, including but not limited to temperature, dissolved oxygen or turbidity?	_____	_____	<u>X</u>
f. Alteration of the direction or rate of flow of ground waters?	_____	_____	<u>X</u>
g. Change in the quantity of ground waters, either through direct additions or withdrawals, or through interception of an aquifer by cuts or excavations?	_____	_____	<u>X</u>

	<u>YES</u>	<u>MAYBE</u>	<u>NO</u>
h. Substantial reduction in the amount of water otherwise available for public water supplies?	_____	_____	X _____
i. Exposure of people or property to water related hazards such as flooding or tidal waves?	_____	_____	X _____
4. <u>Plant Life.</u> Will the proposal result in:			
a. Change in the diversity of species, or number of any species of plants (including trees, shrubs, grass, crops, microflora and aquatic plants)?	_____	_____	X _____
b. Reduction of the numbers of any unique, rare or endangered species of plants?	_____	_____	X _____
c. Introduction of new species of plants into an area, or in a barrier to the normal replenishment of existing species?	_____	_____	X _____
d. Reduction in acreage of any agricultural crop?	_____	_____	X _____
5. <u>Animal Life.</u> Will the proposal result in:			
a. Change in the diversity of species, or numbers of any species of animals (birds, land animals including reptiles, fish and shellfish, benthic organisms, insects or microfauna)?	_____	_____	X _____
b. Reduction of the numbers of any unique, rare or endangered species of animals?	_____	_____	X _____
c. Introduction of new species of animals into an area, or result in a barrier to the migration or movement of animals?	_____	_____	X _____
d. Deterioration to existing fish or wildlife habitat?	_____	_____	X _____

	<u>YES</u>	<u>MAYBE</u>	<u>NO</u>
6. <u>Noise.</u> Will the proposal result in:			
a. Increases in existing noise levels?	<u>X</u>	—	—
b. Exposure of people to severe noise levels?	—	—	<u>X</u>
7. <u>Light and Glare.</u> Will the proposal produce new light or glare?	—	—	<u>X</u>
8. <u>Land Use.</u> Will the proposal result in a substantial alteration of the present or planned land use of an area?	<u>X</u>	—	—
9. <u>Natural Resources.</u> Will the proposal result in:			
a. Increase in the rate of use of any natural resources?	—	—	<u>X</u>
b. Substantial depletion of any nonrenewable natural resource?	—	—	<u>X</u>
10. <u>Risk of Upset.</u> Does the proposal involve a risk of an explosion or the release of hazardous substances (including, but not limited to, oil, pesticides, chemicals or radiation) in the event of an accident or upset conditions?	—	—	<u>X</u>
11. <u>Population.</u> Will the proposal alter the location, distribution, density, or growth rate of the human population of an area?	—	<u>X</u>	—
12. <u>Housing.</u> Will the proposal affect existing housing, or create a demand for additional housing?	—	—	<u>X</u>
13. <u>Transportation/Circulation.</u> Will the proposal result in:			
a. Generation of substantial additional vehicular movement?	—	—	<u>X</u>

	<u>YES</u>	<u>MAYBE</u>	<u>NO</u>
b. Effects on existing parking facilities, or demand for new parking?	—	—	<u>X</u>
c. Substantial impact upon existing transportation systems?	—	—	<u>X</u>
d. Alterations to present patterns of circulation or movement of people and/or goods?	—	—	<u>X</u>
e. Alterations to waterborne, rail or air traffic?	—	—	<u>X</u>
f. Increase in traffic hazards to motor vehicles, bicyclists or pedestrians?	—	—	<u>X</u>
14. <u>Public Services.</u> Will the proposal have an effect upon, or result in a need for new or altered governmental services in any of the following areas:			
a. Fire protection?	—	<u>X</u>	—
b. Police protection?	—	<u>X</u>	—
c. Schools?	—	—	<u>X</u>
d. Parks or other recreational facilities?	—	—	<u>X</u>
e. Maintenance of public facilities, including roads?	—	—	<u>X</u>
f. Other governmental services?	—	<u>X</u>	—
15. <u>Energy.</u> Will the proposal result in:			
a. Use of substantial amounts of fuel or energy?	—	—	<u>X</u>
b. Substantial increase in demand upon existing sources of energy, or require the development of new sources of energy?	—	—	<u>X</u>

	<u>YES</u>	<u>MAYBE</u>	<u>NO</u>
16. <u>Utilities.</u> Will the proposal result in a need for new systems, or substantial alterations to the following utilities:			
a. Power or natural gas?	—	—	<u>X</u>
b. Communications systems?	—	—	<u>X</u>
c. Water?	—	—	<u>X</u>
d. Sewer or septic tanks?	—	—	<u>X</u>
e. Storm water drainage?	—	—	<u>X</u>
f. Solid waste and disposal?	—	—	<u>X</u>
17. <u>Human Health.</u> Will the proposal result in:			
a. Creation of any health hazard or potential health hazard (excluding mental health)?	—	—	<u>X</u>
b. Exposure of people to potential health hazards?	—	—	<u>X</u>
18. <u>Aesthetics.</u> Will the proposal result in the obstruction of any scenic vista or view open to the public, or will the proposal result in the creation of an aesthetically offensive site open to public view?	—	—	<u>X</u>
19. <u>Recreation.</u> Will the proposal result in an impact upon the quality or quantity of existing recreational opportunities?	—	—	<u>X</u>
20. <u>Archeological/Historical.</u> Will the proposal result in an alteration of a significant archeological or historical site, structure, object or building?	<u>X</u>	—	—

DO NOT WRITE IN THIS SPACE

(a) Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?

X

b. Does the project have the potential to achieve short-term, to the disadvantage of long-term, environmental goals? (A short-term impact on the environment is one which occurs in a relatively brief, definitive period of time while long-term impacts will endure well into the future.)

X

c. Does the project have impacts which are individually limited, but cumulatively considerable? (A project may impact on two or more separate resources where the impact on each resource is relatively small, but where the effect of the total of those impacts on the environment is significant.)

X

d. Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?

X

SEE ATTACHED

III. Discussion of Environmental Evaluation

Based upon the above Environmental check list the following maybe significant:

1. Exposure of people or property to geologic hazards such as earthquakes.

The UC EIR has treated this factor in a substantial way and preliminary data indicate that a trace fault may run through the site. Extensive studies are underway to determine if the fault is active (less than 10,000 years old) or inactive (more than 10,000 years old). In the event the studies show an active fault, the site will be required to be moved. If the fault is inactive there is no environmental hazard.

2. Transportation/Circulation

Because of the presence of an intensely traveled automobile route, it is felt that it would be wise once again to review any potential impact on the traffic and circulation.

3. Archeological/Historical

The site is part of a National Landmark and the State Office of Historic Preservation must approve the project. Locally the Landmarks Preservation Commission has worked actively with the developers to ensure compliance with the prevalent design.

In addition to the above there may be some slight effects in several areas:

1. Land Use

The site is currently vacant and housing will be built to accommodate 169 units of low income and handicapped senior citizens. Since this site is an intergral part of a plan for the entire site, 50 acres, formerly the location of the School for the Deaf and Blind, the total density will be less than was formerly present. Accordingly population densities will be less than before the change over from the School for the Deaf and Blind.

2. Earth

During construction there will be some grading but nothing significant or long term.

3. Water

Because there will be additional hard surfaces for increased amount of parking, there will be an increase in the amount of surface run-off. However, because the project will provide storm water run-off facilities into adequate storm sewers there will be no environmental impact.

4. Noise

During construction noise will be generated. After construction is completed there should be no increase in the ambient noise level.

5. Public Safety

Most of the larger site is University owned with University police protection. The city may need to augment this police protection. The city already provides fire protection to the site as part of the City's service to the University.

IV. DETERMINATION
(To be completed by the Lead Agency)

On the basis of this initial evaluation:

- ☐ I find the proposed project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared.
- ☐ I find that although the proposed project could have a significant effect on the environment, there will not be a significant effect in this case because the mitigation measures described on an attached sheet have been added to the project. A NEGATIVE DECLARATION WILL BE PREPARED.
- ☒ I find the proposed project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required.

Date

Oct. 12, 1983

Peter M. Brady
(Signature)
Serving Officer

For

City of Berkeley

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NOTICE OF PREPARATION - ERRATA SHEET

The underlined words are corrections of errors in the Notice of Preparation:

DESCRIPTION OF THE DWIGHT-DERBY HOUSING PROJECT

Paragraph 3, lines 7 and 8 should read, "...and one-half acres at the southern end of the site."

Paragraph 6, line 1 should read, "Parking for the Project will be on and adjacent to the three and one-half acre parcel, in the areas designated on the map."

Paragraph 8, line 5 should read "...acres of useable open space on and near the site..."

DWIGHT-DERBY SITE REHABILITATION AND REUSE MAP

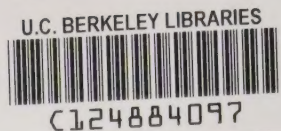
The uses indicated on this map are not current. In addition, the unlabeled, bold outlined area on the map does not represent the Project. However, the designations of buildings (e.g. B-2, B-7) are accurate.

ENVIRONMENTAL INITIAL STUDY - DISCUSSION OF ENVIRONMENTAL EVALUATION (following the Environmental Checklist Form)

Paragraph 6 (Land Use), lines 3 - 7 should read, "This site is an integral part of a plan for the entire 50 acres, formerly the location of the California Schools for the Deaf and Blind. The combined population density resulting from the University plan and the Senior Housing Project will increase somewhat over previous densities when the Schools were operating. To some extent, the Senior Housing Project contributes to the increase."

Appendix B

BRIEF HISTORY OF SITE (1867-1983)



- 1867 Schools established at site; cornerstone laid for first building
- 1920's - 30's Site was developed as we see it today, exemplifying California's Hispanic tradition in public architecture
- August 1981 State Historic Resources Commission voted unanimously to nominate site of California Schools for Deaf and Blind for placement on National Register of Historic Places
- September 1981 Berkeley Landmarks Preservation Commission voted unanimously to designate 50-acre campus as a landmark district
- October 1982 Site officially placed on National Register of Historic Places *
- March 1983 Berkeley's Landmarks Preservation Commission took the position that:
1. Senior housing was a compatible use in the southern portion of the California Schools for the Deaf and for the Blind Landmark District;
 2. Building B-2 should be rehabilitated for compatible uses;
 3. When a landmark building is rehabilitated, it must meet the guidelines of the Department of Interior's Standards for Historic Preservation Projects.
- July 1983 Berkeley's Landmark Preservation Commission approved 56 parking spaces for Elderly Housing and the conceptual presentation by the project architect.
- October 1983 The Office of Historic Preservation (California Department of Parks and Recreation) found no adverse effect of the proposed plans for Senior Housing. This decision was based on a critical review by two staff historians and the staff preservation architect.

* Federal government's official list of historic buildings and other cultural resources worthy of preservation.